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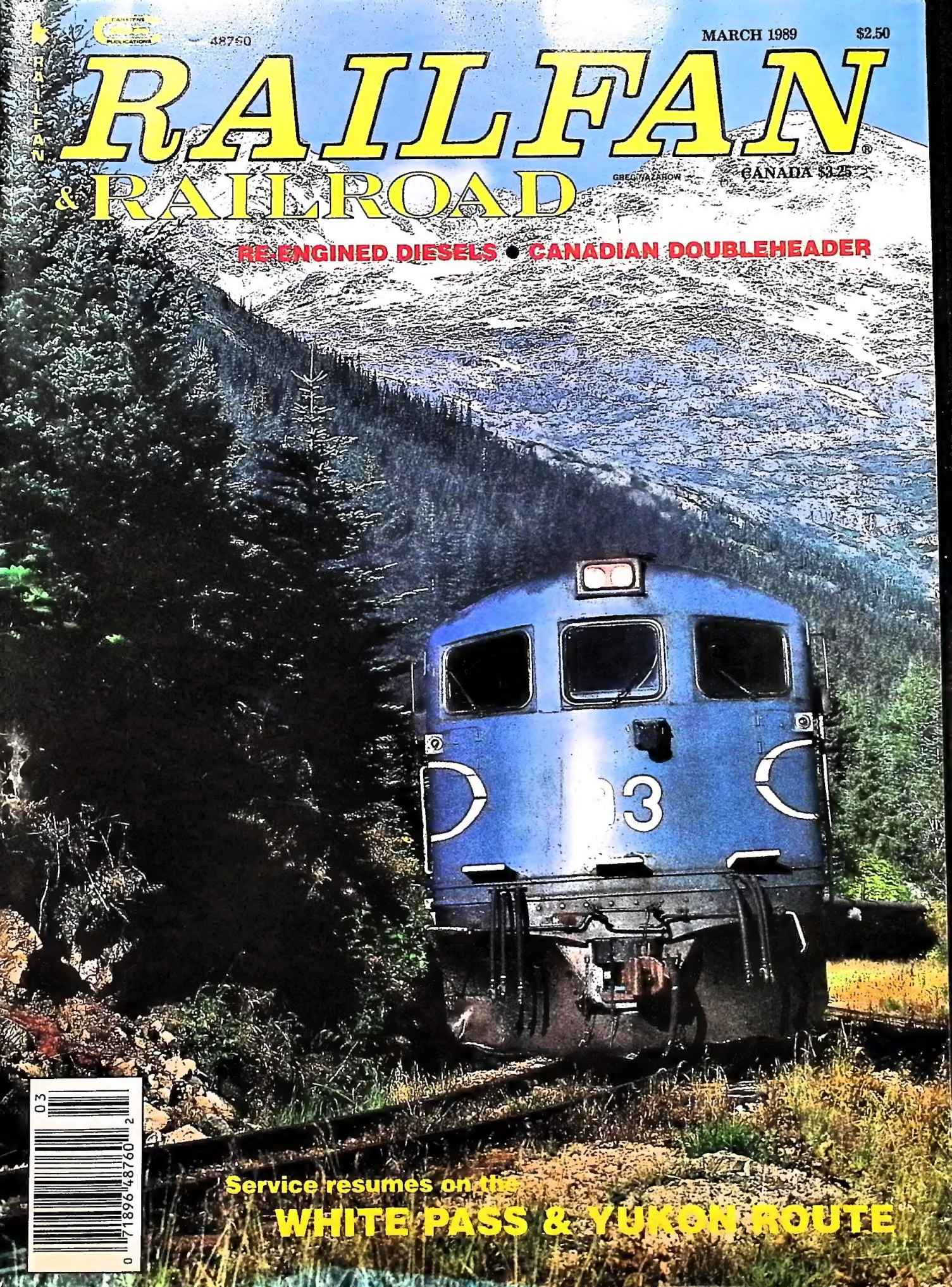


Service resumes on the
WHITE PASS & YUKON ROUTE

KODACHROME ALAN MILLER

COPPER BASIN RAILWAY, known for its multi-colored diesel fleet (February 1988 R&R), has applied a new copper-accented livery to GP9 205 (above), shown working near Kearny, Arizona, on December 3, 1988, with two CBR white-striped ex-SP SD39s.

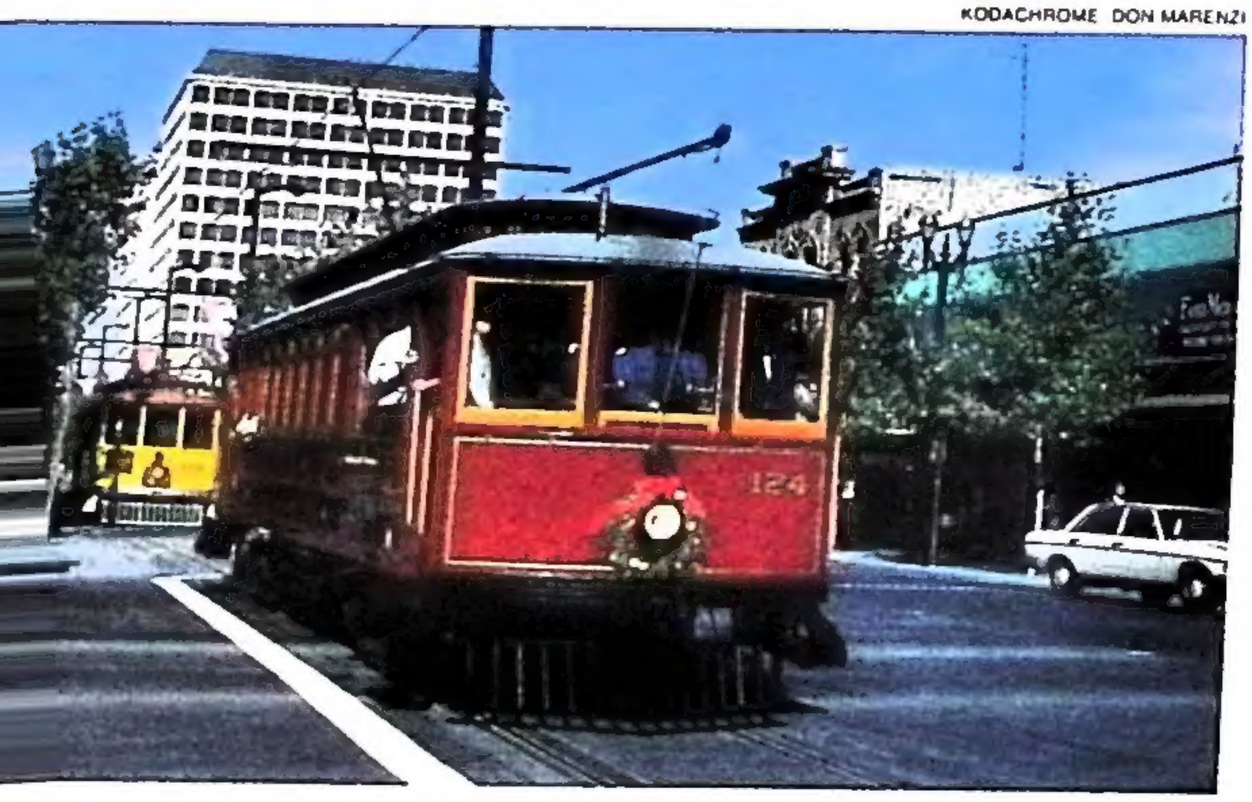
Railnews

KODACHROME MITCH DAKELMAN SANDY SHAW and JOE VanHOOREBEKE

NATIONAL RAILWAY LEASING GP38 4810 sported a new appearance on November 26, 1988. The former-B&O unit is shown eastbound at Tunnel, N.Y., on the power-short Delaware & Hudson.

RESTORED TROLLEYS rolled in San Jose, Cal., on November 18, 1988 (below) when cars 124 (ex-San Jose Railroad) and 129 (ex-Sacramento Gas & Electric) took their first lap around SCCT's 1½-mile downtown loop which they now serve daily. See page 24.

KODACHROME DON MARENZI



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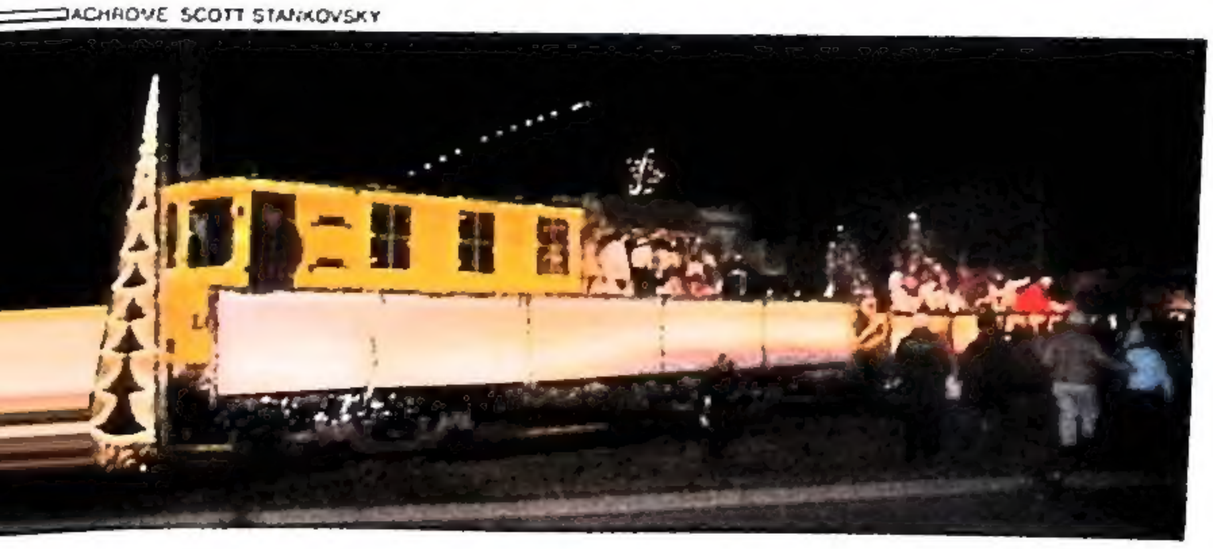
KODACHROME SCOTT STANKOVSKY



INDIANA'S Terre Haute, Brazil & Eastern operates 30 miles of ex-PRR line from Terre Haute east to Limedale with an SD7 and two SW8s; 100 and 101 were at Terre Haute on August 24. See page 28.

MILWAUKEE ELECTRIC utility motor L6 (left) led Wisconsin Trolley Museum's annual East Troy Christmas parade on December 3, 1988. The decorated train was a recreation of the Schuster's Christmas train that ran on the streets of Milwaukee until 1955.

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From the Publisher's desk: The railfan's diesel

The results could have been forecast by any group of railfans enjoying a bull session with their beer or Coke, excepting maybe those who'd opt for a DDA40X, an SD40T-2 or a British Rail Class 45 "Peak." We plugged all the replies to our November '88 "most popular diesel" survey, and here's what we came up with: The most popular diesel among RAILFAN & RAILROAD readers by 2 to 1 over the nearest rival was the great Alco PA passenger unit. It's no coincidence that the Santa Fe's warbonnet livery was also the favorite paint scheme followed closely by the Delaware & Hudson blue warbonnet. Let's hope this encourages the efforts already under way to retrieve one of the surviving Mexican (ex-D&H/nee-AT&SF) PAs.

Coming in No.2 was the Alco RS3, and we'd be inclined to include the RS2 since they are so similar. The original RS1 was a far distant "also ran," a disappointment to this writer who remembers when the Susquehanna received their very first RS1s. The chunky Alco FA showed up in 8th place.

All other listings in the Top 10 were Electro-Motive products. In the 3rd spot was the ever-popular F7, with the F3 ranking 7th. A combined F3/F7 ranking would place this design in 2nd place. Somewhat of a pleasant surprise was the GP30, which came in for a good solid 4th spot. In 5th place was the GP7/GP9, which we combined since many readers did the same.

Solidly in 6th place was the great E8. As with the F7, it would have ranked higher had we combined all E-units, but many readers preferred the E6 (9th place) and E7 (10th place), thus splitting the vote for the basic body style. Drawing about the same number of votes as the E6 and E7 were the FL9, F45 and the GE Dash 8-40B. Also worth noting were the EMD high hood GP30, the Baldwin RF16 Sharks and the General Electric 44-tonner.

The rest of the balloting ran the gamut from a Fairbanks Morse H10-44 through assorted GE U-boats to the Alco C420, S2 and DL109. One reader voted for a GE gas-turbine. (Hey, guy, we said diesels!)

Paint scheme preferences varied, but there were some surprises after the AT&SF and D&H Schemes. A strong 3rd was the New Haven's red, white and black. We figured the Southern's beautiful green and white would come in strong, as did the Great Northern's orange and green. Also ranked high were the Pennsylvania Tuscan red with stripes and the Lehigh Valley's Cornell red.

These were followed by the Milwaukee's orange and black, the two-tone gray with lightning stripes of the New York Central and the Erie Lackawanna's maroon and gray. Also worth mentioning were Northern Pacific two-tone green, Burlington Northern green, Southern Pacific black widow and Union Pacific's gray and yellow (which we though would rank higher). Another surprise in this grouping was Conrail blue, which seems to be grabbing a foothold.

The rest of the votes were all over the place: Rock Island, IC, CPR, B&O, PGE, NYO&W, TP&W and many more, including the Susquehanna. I could have stuffed the box with more votes for the NYS&W, but Boyd, Del Vecchio and Kelly would have gotten suspicious.

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Cover

A spectacular North American narrow gauge railroad is back in business as the White Pass & Yukon Route returned to service in 1988 as a common carrier dedicated to the tourist trade brought into Skagway by the cruise ships. On September 2, 1988, train Number 1 was northbound at Glacier Siding, headed up to White Pass Summit behind a pair of shovel-nose GE diesels. For full details on the rebirth of the WP&YR, see Greg Nazarow's article which begins on page 49. Kodachrome by Greg Nazarow.

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Fanmail

Rock Island E6 630

I'd like to express our thanks for the fine photo of our Rock Island E6 630 in the December issue. Hopefully you'll have action shots soon. A note of interest: the striping on the lower part of the nose is slightly incorrect; it should be more curved where the two lines meet rather than straight as it is. This was a mix-up with the contractor (Mid America Car) and was merely an oversight which will be corrected at a future date. Other than this slight discrepancy Mid America did an admirable job, and they were very very helpful.

You might be interested to note that we have a tentative first trip date set for late May and have voted to fund rewiring and rebuilding of the brake system. We are still in need of more money (who isn't) and are marketing a list of Rock Island items to help.

DAVID E. LINDQUIST
President
Smoky Hill Railway & Historical Society

⇐ *See RAILROADIANA for details of their fund-raising offerings*—J.B.

Miscaptioned Tehachapi

I enjoyed reading David Lustig's article on Dick Steinheimer's "weekend workshops." This is an interesting concept, and the article is well-written. It's too bad you didn't let David write the photo captions also!

There are four glaring errors: the SP freight on page 49 is not "just north of Mojave," but is actually between Caliente and Illmon, nearly 48 miles by rail from Mojave. This shot is correctly described in the text on page 51. On pages 50 and 52, photos described as "near Bealeville" are nearer Caliente. On page 55, the AT&SF caboose is not "west of Caliente heading for Bakersfield;" it is east of Tehachapi, heading for Mojave. I don't mean to nit-pick, but this is a thirty-mile difference. Perhaps you should sign up for Stein's seminar? Bring your topo maps!

BRIAN L. JENNSION
Berkeley, Ca.,

⇐ *Since Lustig is a card-carrying member of the R&R staff, he can take the heat for this one. The written captions reflect the information that he had put on the back of the glossies. For all practical purposes, he did write the photo captions. Incidentally, we discovered that our printing plant was having trouble with one of its black & white halftone cameras, and you will note that some of the b&w work in that issue was pretty miserable. We have their word that this has been corrected*—J.B.

Marias format

When you went monthly, I wrote to say how much I though R&R had improved. With Bruce Kelly, R&R has improved even more. I liked the format he used on the Marias Pass article. It sure beats the usual photo and caption format.

DAVID SHORE
Richmond, B.C.

GE's B39-8W

Regarding the photo of GE B39-8W on page 4 of the January 1989 issue, I have only one thing to say: *YUCK!* What a horrible looking locomotive.

The color section on Conrail was nice. It's about time they get a good review after having to bury the Penn Central image of years past.

JEFF HENDRICKS
Hettinger, N.D.

When I looked at the photo in your January 1989 issue of the GE B39-8W widecab, I couldn't at first make out what was so familiar-looking about the new cab. But then it hit me. The windshields are reminiscent of an Alco DL109, while the rest is extremely F40PH-ish. If we're going to borrow from other designs, guys, let's make that cab more like an FA2. I guarantee that the shutters will be clicking then. Maybe EMD or Generation II (the Caterpillar guys) will counter with a sharknose cab.

Okay, enough with the fantasy. I'll settle for any new gimmick that may thin the ranks of that ever-too-popular brick-on-a-skateboard SD40-2.

JEFFREY T. DOTY
Ft. Worth, Tex.

⇐ *That GE 809 is now a B40-8W, having a new turbocharger and fuel injection boosted to the 4000-h.p. output. Though the EMD "Canadian cab" meets the UP's requirements, the GE cab has proven to be too small and poorly arranged inside. As a result it will be about a year before that cab will appear on any production GE unit, as considerable en-*

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gineering will have to be done to rearrange components on the locomotive platform to permit the cab to be enlarged on the four-motor unit. Initial reports from the field indicate that the cab will feature a two-piece windshield that will have an angled front like the Alco Century units (the engineer sits too far away from the window in the present design, and running it is "like looking over bifocals" trying to see over the nose). We can't help but wonder if anyone has gotten behind that nose door window with a spotlight to "play Mars light" on the road—J.B.

1522: Mountain comments

Reading the article in your December '88 issue titled "1522: Mountain Railroading," I would assume the bottom paragraph page 50 is a typographical error. If not, that truck load of 45,000 gallons of fuel oil must be some truck. Also, 1522's tender must be a lot bigger than it looks.

R.P. ELLIS
Cascade, Mont.

I am certain that Bob Foster's "undated" shot of Frisco 1522 shown in the December '88 issue (page 52) was taken in Kansas City on August 9, 1936. My Dad was a steady trader with Bob, and the negative in my file taken 8/09/36 matches in background and rod position, but the crew was not in the cab.

W.A. GIBSON, JR.
Wichita, Ks.

A few corrections and additions seem appropriate to the article "1522: Mountain Railroading" in the December '88 issue. The company that provided talent, time and treasury to the 1522 project is the Sunnen Products Company, not "Sunen" as listed in the text. The oil capacity of the tender is a "bit smaller" than the quoted 45,000 gallons; 4500 being the rated amount. A dedicated 1522 volunteer, who has been on the scene prior to the N&W Y6a restoration and at the Museum of Transportation practically every-day of the week, is one Woody Bell. Woody is pictured in the page 53 group photo, back row, fifth from the right between [illegible] and Schmid, but his name was left o[illegible]. Woody is a veteran of the steam backshops of [illegible] the MoPac at Sedalia, Mo., and the [illegible] at Springfield, Mo. It is too bad he was not documented.

Without Pat Cravens there could not have been the 1522 restoration. His one goal in life was bringing a "real" engine to life. Pat had an interim "career" between the 1½" scale and the big time drama of now. Between 1982 and 1985 he was Master Mechanic-Steam of St. Louis' unique 12¼" gauge Wabash, Frisco & Pacific Railway. Cravens, due to his occupational ability to have a very flexible work schedule, was and is able to literally "pour himself" into projects. An ailing Pacific on the "Whiffenpoof," nickname of the WF&P, was brought back to life to haul nine-car trains via the healings of Cravens. It ran like a top until its 61-year-old boiler gave out at the end of 1986. A new boiler and time will bring it back in 1989. Information on the WF&P can be found in the *Steam Passenger Directory*. There were regrets that Pat had left us, but the aspirations of a lifetime were ahead. The "Chinese backshops" at the Museum of Transportation seemed an impossible place to work, but they did it and it is. I have dubbed the 1522 a "Class 1500 Dash-60" as it roared along the ex-Wabash main line of Norfolk Southern on Saturday, October 22, 1988, between St. Louis and Decatur, Ill. Due to the NS's "proclaiming a 40 m.p.h. speed limit," it still seemed as though the 1522 was making 60 m.p.h. dashes between hotbox detectors.

DAVID J. NEUBAUER
V.P., Operations and Publicity
Wabash, Frisco & Pacific Railway

Our apologies, not mentioning Woody Bell was truly an oversight. Woody did not go totally unrecognized though; he made a cameo appearance in Berkshire Videography's latest release "The Frisco Filly." A feature review appears in this issue's VIDEOS column. Also, that "45,000-gallon tender fuel tank" was a typo—M.D.

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Minnesota Valley

Thank you for the fine job you did with our article on the Minnesota Valley. However, Les and I would also like to thank MNVA officials Larry Wood, C.F. Duckett and Herb Tollefson for their help in preparing the article. Also Scott Sherman, a local railfan, was very helpful in providing information we used in our story.

CHARLES W. BOHI
White River Junction, Vt.

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We'd like you to meet...

Hal Lewis

The author of this month's story on the Canadian steam doubleheader was born in Washington, D.C., in 1931, and following high school he enrolled at Purdue University where he earned a BS degree in engineering. After graduation in 1953, Hal had a tryout with the St. Louis Browns (now the Baltimore Orioles) baseball team, but as he says, "I put my jock dreams aside and went to work at the Boeing Company in Seattle, where most of my time was spent working as an engineer on the BOMARC anti-aircraft missile. In 1958, Lockheed in northern California beckoned, and I went there to work on the Polaris missile program. At Lockheed, I worked up through supervision and management and was program director for three different projects."

Hal, now a resident of San Jose, California, continues, "I've been married for 34 years to my high school sweetheart, the former Thalia Thomas. Many of our dates in the early 1950s were spent watching B&O steam speeding through Hyattsville, Maryland. Thalia goes on most of the railfan trips with me and often does some of the photography. We have two children, Everett and Linda.

"My railfanning goes back to the 1940s. My dad bought me a Crown Graphic in 1948, and it was my primary camera until the mid-1960s. I now use a Canon A-1, and I'm impressed with its reliability and the optical quality of the lenses. I also use a Pentax Spotmatic as my backup camera. It's built like a tank, but the optics are no match for my Canon lenses. In college, I spent most of

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Photo - John W. Maxwell

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my spare time at the New York Central/Nickel Plate station at Lafayette, Indiana. Soon, NYC crews started giving me cab rides north to Kankakee and south to Indianapolis. Sometimes the road foreman would show up, but when he saw me, he would just smile and go back to ride in the combine. It was a real thrill riding the cab of a J-1 Hudson at 80 m.p.h. on the *James Whitcomb Riley*—and be able to fire as well!

"While living in Seattle, my railfanning continued. The trusty Graphic was used to shoot NP steam, as well as CNR and CPR steam during three trips to the Canadian prairies in the late 1950s. I've made several trips to South America, including three trips each to the G&Q in Ecuador and the Teresa Cristina in Brazil. I've been wanting to go to China for several years now, but my security clearances with the U.S. aerospace industry make such a trip impossible.

"I started making tape recordings in 1958 and have made it a part of my railfanning ever since. Lee Beaujon, a local railfan with New York roots, and I formed a partnership called L&H Railsonics in 1978 to do railroad recording in the field for Arkay Records. In early 1988, we bought the Arkay Railroad Division and suddenly found ourselves handling all aspects of the recording business, from field taping to production and distribution. We have twelve cassette releases and one CD in our current catalog.

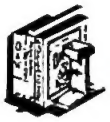
"I'm a member of the Central Coast Chapter NRHS, and every three or four years I put on a combined slide and sound show at one of our monthly meetings. I'm also a member of the Rocky Mountain Rail Society and the 3751 group in San Bernardino, California, as well as Friends of the Sierra Railroad. Other hobbies include jogging and light weightlifting to keep myself in shape.

"As my aerospace career winds down, I'm able to spend more time reading something other than technical material. For the past three years I've worked on various programs related to the "Star Wars" strategic defense system. While these have been interesting and technically challenging, I'm looking forward to my retirement later this year, when I can devote more time to traveling, especially for railfan events.

"I never saw a steam operation I didn't like."

Railroadiana

BY BRUCE KELLY



Steam Locomotive Directory

An extremely significant reference source documenting all the steam locomotives existing today in the U.S., Canada and Mexico is the new two-volume set entitled *The Steam Locomotive Directory of North America* by J. David Conrad. The author, a professional steam restoration consultant and contractor, was on hand at Connecticut's Valley Railroad on December 10, 1988, for an autograph session aboard the annual Santa Claus train, powered by 2-8-0 No.97.

Volume 1 (192 pages) of *The Steam Locomotive Directory of North America* covers the eastern U.S. and Canada, with a section explaining such things as the Whyte system of steam locomotive wheel arrangements, while Volume 2 (176 pages) covers the western U.S. and Mexico, finishing up with a triple index that tells where to find engines in both volumes by builder, wheel arrangement or owner. Together, the 8½"×11" softcovers offer a comprehensive guide to more than 1800 surviving steam locomotives in North America. Both operating and static display engines are listed, with general specifications and present location. The tabular listing contains considerable information on each locomotive's ownership history and general specifications, though the arrangement of the data makes "scanning" the page a bit difficult. The only data you can quickly spot is the present location of the locomotive (upper right corner), with the builder and wheel arrangement aligned on the left side; the railroad name and road number tend to get buried in the data and often take close

BRUCE KELLY

DAVE CONRAD with his new book at Essex, Conn., on December 10, 1988.

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MAY 26-JUNE 11, 1989 Scandinavia/Baltic Sea Rail Cruise Tour. Circle tour of Scandinavia by 1st Class train, deluxe cruise ferries, fjord steamer, and coach. Tour Helsinki, take Repin train to Leningrad, see Petrodoverets Palace and the Hermitage. Cruise to Stockholm, visit the city, the Wasa ship and cruise the islands. Express train thru the Swedish lakes and across the water by ferry to Coppenhagen, for a city tour, visit to Elsinore and evening at the Tivoli Gardens. Cruise to Oslo, tour the city, then take the Bergen rail line across the mountains. Ride the Flam Line and stay on the fjord. Cruise the Sognefjord to Gundvangen, drive over the mountains to Stalheim and Bergen, seeing the stave church, riding inclined rr and visiting Grieg's house. Land tour includes 1st class rail and ships, deluxe hotels, all sightseeing and 82% of all meals, from only $3299.00.

JUNE 15-17, 1989 COLUMBIA GORGE RAILSTERNWHEELER CRUISE TOUR. Cruise by sternwheel the MV Columbia Gorge the full length of Columbia River Gorge, Portland to Cascade Locks, passing Crown Point, Mt. Hood, the Bridge of the Gods, Beacon Rock, Multnomah Falls and the Bonneville Dam. Traverse the Bonneville Locks, ride the Hood River RR, Amtrak's Superliner the Pioneer, and Portland's MAX light rail line. Stay 2 nights at the landmark Benson Hotel. Enjoy the renowned "Farm Breakfast" banquet at the Columbia Gorge Hotel. Tour from $399.00.

JULY 8-21, 1989 COLORADO AND UTAH BY RAIL TOUR. Ride the California Zephyr Superliner; plus the Central City and Blackhawk; Georgetown Loop; Leadville, Colorado and Southern; the Cumbres and Toltec RR; the Durango and Silverton (in a private parlor); the Royal Gorge Scenic RR; the Pikes Peak Cog; the Cadillac and Lake City; a chartered train on the Great Western RR; the Heber Creeper and visit the Colorado RR Museum and the Golden Spike National Historic Site. Tour Rocky Mountain and Mesa Verde National Parks. Visit Alpine Tunnel and Marshall Pass by jeep. Follow Rio Grande Southern route over Lizard Head Pass. See Black Canyon of the Gunnison. Stay at the Victorian General Palmer House and spectacular Far View Lodge. Great railroading and great scenery from $1399.00.

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AUGUST 8-24, 1989 THE GREAT TRANS CANADA RAIL EXPLORER TOUR. VIA RAIL Canada coast to coast—out via the CNR and back on the CP. Tour Toronto, Winnipeg, Jasper National Park, Prince George, Barkerville, Vancouver, Victoria, Butchart Gardens, Yoho and Banff National Parks and Calgary. Ride the VIA RAIL Canadian and Super Continental domeliners, plus the Skeena and the Malahat Dayliner. Ride full-length of BC Rail mainline from Prince George to North Vancouver, in Cariboo Class RDC with meals, plus the Royal Hudson steam run. Lake Louise and Calgary Heritage Park. 22 places only! 1st Class sleepers included, from $1999.00.

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SEPTEMBER 23-OCTOBER 7, 1989 CANADA'S WILDERNESS TRAINS/POLAR BEAR EXPLORER TOUR. Travel to Churchill at polar bear time, plus ride VIA RAIL domeliner The Canadian and the comfortable Hudson Bay. Ride the Ontario Northland ex-Swiss TEE The Northlander, and Polar Bear Mixed to Moosonee. Ride the full length of the Algoma Central RY Hearst to Sault Ste Marie thru the Agawa Canyon. Tour Toronto by PCC trolley car. See Winnipeg, Cochrane, Mackinac Island, Sudbury, Sault Ste Marie and Sault Locks, Moosonee and Churchill. See polar bears by tundra vehicle. Tour to Eskimo Point in the Northwest Territory. Tour Toronto to Winnipeg from $1499. Full tour to Churchill from $2599.

SEPTEMBER 30-OCTOBER 15, 1989 GRAND FALL/ERIE CANAL RAIL-CRUISE TOUR. Ride Amtrak; the Cape Cod and Hyannis (with brunch in the diner); the 2 foot steam Edaville RR; the steam Valley RR (with a river packet cruise); the Branford Electric RY; the Arcade and Attica steam line; the Tioga Central; the Delaware and Ulster; the Lamoille Valley RR (thru the last rr covered bridge), and the Green Mtn RR—all at the fall color peak. Stay in country inns in Connecticut, New York and Vermont. Tour Cape Cod, Mystic, the Hudson River Valley, Hyde Park, West Point, the Catskills, the Finger Lakes, Cooperstown, Lake George, Vermont and the Green Mountains. New this year is a 3 day cruise—all by day—Albany to Syracuse on the Erie Canal on the packet Emita II. 5 two-night stays enroute, including the legendary Mohonk Mountain House. Tour includes over 20 meals, from $1999.00.

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examination to locate. This is an inconvenience to the casual reader only, however, as the researcher will quickly get used to the uniform layout style.

The books are illustrated with 296 black & white photos in an interesting variety of vintage and contemporary and roster and action views, all very nicely reproduced. Volumes 1 and 2 sell for $25.00 individually, or $47.00 as a set, from Transportation Trails, 9698 West Judson Road, Polo, IL 61064.

Collins' Curve lithograph

It was a worthy cause that prompted us to help put Collins' Curve "on the map" with the feature article in this issue beginning on page 44. The United Railroad Historical Society of New Jersey, Inc., a group made up of delegates from each of the state's railfan organizations, is raising funds to repaint a pair of N.J. Transit E8 diesels into the classic Erie two-tone green passenger scheme for excursion service in 1989. The units will be used to promote and support the New Jersey state transportation museum which has been authorized and is in the process of site selection.

The first fund raising project of the URHS is a series of specially-commissioned paintings of New Jersey railroad scenes. The first of this "New Jersey Commemorative Series" is a handsome 21″×26″ full color lithograph on heavy stock of Deb Hoeffer's painting of the *Erie Limited* on Collins' Curve at Waldwick, N.J., which depicts the livery intended for the NJT E8s. The edition is limited to 2000 prints, with the first 300 numbered and signed by the artist. The signed and numbered prints sell for $65, while the

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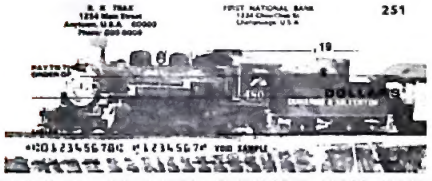

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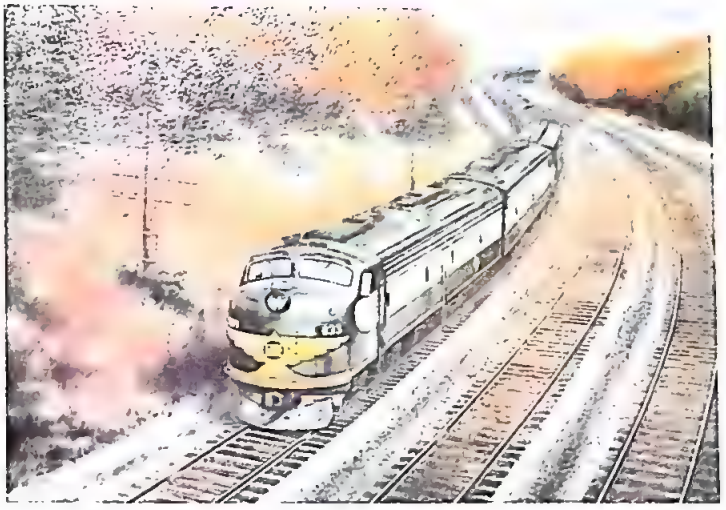

THE *ERIE LIMITED* print from URHS of New Jersey.

standard edition is $20 (please add $2.00 postage and handling for each order). Since the painting commission, color separations, paper and printing were all donated to make this print possible, all the revenues will go directly toward the painting of the E8s. It's a good value for a good cause. The prints may be ordered from URHS of NJ, Inc., 158 Heights Terrace, Middletown, NJ 07748. Make check or money order out to "U.R.H.S. of N.J., Inc."

Felstead photos

Many of the steam locomotive roster photos we run with feature stories in R&R come from the vast collection of Charlie Felstead. How vast? His current catalog contains 85 8½"×11" photocopied pages listing thousands of individual engines by railroad and number, most photographed by Felstead himself or his good friend, the late and legendary Robert Foster, along with numerous other steam-era railfans. The SP series alone spans six pages, with a certain 4-8-4 numbered 4449 listed among hundreds of other SP locomotives. The list shows railroad, wheel arrangement and road number plus a code that tells the year photographed, which side is shown and the quality of the shot on a simple numerical scale.

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What's great about the Felstead collection is that it's available to the public in the form of 8×10 black & white prints, which sell for $1.50 each (plus $2.00 shipping per order). Of course, you'll probably need the catalog first, which sells for $5.00 from Charles T. Felstead, 6136 S. Maplewood Ave., Chicago, IL 60629.

What's New?

The long-awaited 606-page 8¾″×11″ hardcover, *New Haven Power—1838-1968*, is now available. Written by Jack Swanberg and edited and published by Alvin Staufer, this monumental book has to be one of the single most important works ever done on New Haven's steam, electric and diesel-electric equipment. The text is filled with technical data, and there are several rosters and maps. Yet there is still room for 1364 beautifully reproduced black & white photos of NYNH&H's turn-of-the-century proliferation of 4-4-0s, the trolleys, boxcab and streamlined electrics, diesels from Alco, GE, EMD, F-M and Baldwin and so much more. Motor cars, nearly eight decades of passenger equipment, cabooses, buses and boats are also included. *New Haven Power* finishes up with 16 7″×10″ full color reproductions of commissioned NH paintings, one of which graces the dust jacket as well. The book is available at $65.00 postpaid from Carstens Publications, P.O. Box 700, Newton, NJ 07860-0700.

Remember the gleaming Rock Island E6 630, which was shown on page 4 of the December 1988 R&R? The Smoky Hill Railway & Historical Society, Inc., which restored the unit to its *Rocket* scheme, is marketing a number of gifts to fund further mechanical work so the 630 can be ready for fantrips tentatively scheduled for 1989. Items include a 22-minute color video (VHS format only) entitled "Golden Journey," with 1950s footage of the *Golden State Rocket* for $24.95. White Rock Island 630 T-shirts in adult sizes S, M, L, XL, XXL and children's sizes S, M, L, as well as sweatshirts in adult sizes only, are available too. The T-shirts cost $8.50, and the sweatshirts are $13.95; add $1.50 for XXL sizes. A Rock Island 630 baseball cap and an 8x10 color photo of the E6 as it appears today sell for $5.00 each. Each order must include $1.50 per item ($3.00 maximum) for shipping. Send check or money order to Smoky Hill Railway & Historical Society, P.O. Box 224, Grandview, MO 64030. And just for the record, they know that the nose pattern on the 630 was painted wrong and should have the stripe redone to the proper contour by this summer.

The Broadway Limited by Joel Rosenbaum and Tom Gallo is a beautiful 96-page 8½″×11″ album-format softcover loaded with black & white and color photos of the famous train during its 86-year history, from its birth on the Pennsylvania, through the lackluster Penn Central period and on into early and contemporary service under Amtrak. The *Broadway* is portrayed with such motive power as K4s, GG1s, streamlined T1s, E8s, SDP40Fs, AEM7s and finally F40PHs, plus a wide variety of equipment changes and even joint transcontinental sleeping car service to Los Angeles via the Santa Fe. Numerous maps, timetables, advertisement artwork and car plans round out this lavishly illustrated book, available for $18.00 postpaid (N.J. res. add 6% sales tax) from Railpace Company, P.O. Box 927, Piscataway, NJ 08855-0927.

Calendar Call

Steam, diesel and electric railroading is portrayed in the Illinois Central Railroad Historical Society's "ICHS 1989 Calendar." The pictures are nicely reproduced on heavy coated paper in this 11″×17″ foldout calendar, which leads off with a front cover color shot (unfortunately, it's not captioned) of four GP9s leading a freight through golden fall foliage, and continues with black & white photos of Mikado 1741 at Dubuque; a northbound piggybacker approaching the St. Charles Air Line; multitrack action in Chicago with streamlined and heavyweight Pullman trains as well as steam-powered freight; "new" double deck commuter cars entering the loop in 1972; GP7 8950 switching the Gibson City, Ill., grain elevator; 4-8-2 2509 rattling the diamonds at Tuscola, Ill.; a pair of Mikes awaiting their night call at Carbondale, Ill.; streamlined Train 1 at Cobden, Ill., in 1959; brand new GE U33C 5052; steam, diesel, freight and passenger activity at Carbondale; an E9A-powered Memphis special in 1970; 2-10-2 2805 in the Paducah roundhouse in 1957; and A-B E8s taking Train 8

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across Big Muddy Bridge. True ICRR fans should make a point of getting this attractive calendar on their wall. It sells for $6.50 postpaid from the Illinois Central Railroad Historical Society, 9918 Torigney Court, St. Louis, MO 63126.

Western steam power and excellent black & white photography make for a winning combination in Whistle Stop Publications' "Santa Fe Steam-1989" and "Southern Pacific Steam-1989" calendars. They fold out to a 12"×18¼" vertical format with beautiful reproductions and graphics on heavy coated stock. Illustrating the SP calendar are shots of the GS6-powered *San Joaquin Daylight* in Soledad Canyon; GS4-powered *Lark* emerging from Tunnel 27 on Santa Susana Pass; P1 Pacific 2412 with Train 71 at Santa Barbara; AC4 4-8-8-2 4100 taking the *Owl* past Newhall; Pacific 2448 helping *Daylight* 4436 up Soledad Canyon with Train 51; Mountain 4304 in Los Angeles with the *Imperial*; two cab-ahead helpers at Beaumont, Cal.; black GS2 4411 leading mixed freight down Oakland's street trackage; a Coast Local heading toward Santa Susana Pass behind an MT1 4-8-2; Cab-Forward 4105 at Norden, Cal., with the *Pacific Limited*; a 2-6-0 and a Pacific Electric boxcab moving freight out of Etiwanda, Cal.; an AC1 2-8-8-2 and SP1 4-10-2 helping eastbound tonnage up San Timoteo Canyon; two 4-6-2s in Santa Barbara; and 2-8-0 2578 in L.A. with ex-V&T cars after a movie run in 1939.

Whistle Stop's Santa Fe calendar is a beauty too, with a pair of 2-10-2s lifting a stock extra west out of Victorville, Cal.; 2-10-4 5000 helping the E6-powered *Super Chief* up Raton Pass; 4-6-4 3408 leaving Perry, Ok., with mail-express Train 16; 2-10-2-powered *California Limited* at Summit, Cal.; first-in-class Pacific 1226 and Mountain 3727 doubleheading the *Navajo* east out of San Bernardino in 1939; Northern 2913 on Cajon with the *Grand Canyon Limited*; 2-8-2 1798 (rebuilt from the remains of a 2-8-8-2) leading a freight near Hobart, Cal.; a 4-6-2 and 4-8-4 bringing the *Chief* up Cajon Pass; Mikado 3138 switching at San Jacinto, Cal.; a pair of 2-10-2s triple-heading with a 4-8-2 on Raton Pass; *San Diegan* No.74 departing L.A. behind 4-6-2 1342; an F7-powered freight led by a 2-8-2 helper on Sullivan's Curve; 2-10-2s

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Continuing our series of **accurate, carefully researched** and **detailed** pictorial reviews of Canada's railways, we are pleased to announce that **CANADIAN PACIFIC from CALGARY to EDMONTON (Volume One)** by Brian F. McLoughlin and **CANADIAN NATIONAL in the WEST (Volume Four)** by J.A. Love and R.A. Matthews have now been published and can be obtained for $7.00 each (including postage) from the

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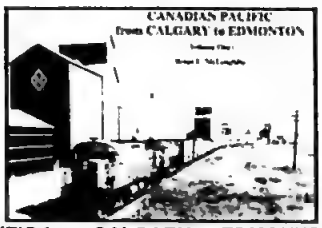

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Al Love is joined by Ray Matthews in this excellent work on CN's operations west of Ontario. Illustrations include the railway's home grown motor car of 1919, its only Trainmaster, a completely knocked down kit of a 4-6-0 being shipped to Australia, two overviews of Winnipeg Station and a 4-8-4 mirrored in the Little Saskatchewan River.

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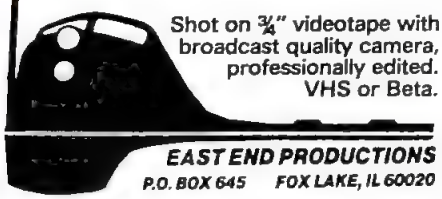

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doubleheading the *El Capitan* uphill at Wooten, Col.; and a going-away view of 2-10-2 3882 shoving an eastbound around Sullivan's Curve. Both calendars are highly recommended and sell for $6.50 each, plus $1.50 shipping, from Whistle Stop Publications, 2490 E. Colorado Blvd., Pasadena, CA 91107.

Department of Corrections

William Luse, author of the new book *Railroad Town—Kansas City as Viewed by a Railroadman* (January 1989 RAILROADIANA), has asked that orders for his book *not* be sent to Sekan Printing Co., as they're apparently unable to handle the deluge of incoming orders. Instead, the $14.95 book may be obtained directly from W.R. Luse, Box 13039, Edwardsville, KS 66113.

Another book mentioned in January RAILROADIANA, *The Railroad Stations of San Diego County: Then and Now*, was listed with the wrong postal zip code. Author Jim Price asks that orders for his book (price: $6.00, plus $1.00 shipping) be mailed to Price & Sieber, P.O. Box 6772, San Diego, CA 92106.

Buckle up

M&L Mittens markets a variety of high-quality gifts for railfans, from belt buckles and T-shirts to hat pins and coffee mugs. Their newest product is a limited run of 300 bronze belt buckles featuring UP's famous 4-8-4 8444. The detailed relief casting depicts the 8444 bursting from a mountain tunnel, and on the back of each buckle is engraved data about the engine. Included is a numbered certificate (our review buckle was number 292 of 300) with matching number engraved on the back of the buckle. It would be hard to find a nicer railroad belt buckle than this one, priced at $27.95 from M&L Mittens, 2238 Valencia Court, Sparks, NV 89431-8626.

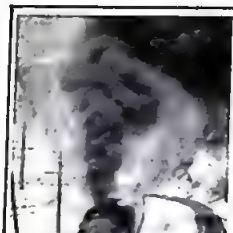
Book Reviews

New Haven Division, Murray Hill to Cedar Hill, by A. Sherry, published by Parlor Car Enterprises, 288 Carentan Road, Hopatcong, NJ 07843; 96 8½"×11" pages, softcover, $15.95 (N.J. res. add 96¢ sales tax).

Allan Sherry hired out as a fireman on the New Haven in 1966, as the railroad was entering its final chapter that would wind up in a shotgun wedding with the Penn Central. A railfan and photographer, he saw and recorded the final years of this most colorful of New England railroads. In this book, he gives us "one man's view" in photos and anecdotes of the varying days and nights of the still-busy diesel and heavy electric road in a period of confusion and uncertainty. The area covered is basically the New Haven under wire from Grand Central Terminal and Pennsylvania Station in New York City, east to Cedar Hill Yard, just north of New Haven, Connecticut.

"New Haven Division . . ." is divided into chapters looking at each type of locomotive (freight, passenger, electric, diesel, etc.), key locations and the people on the railroad. While each chapter does have its own text, there is a great deal of information in the photo captions. Also, reproduced throughout this volume are signs and advertisements from posters and passenger timetables adding a sense of time to the text and photos.

Nearly all of the over 200 black & white and 20 color photos (including the covers) in this book have not previously been published. Despite one or two marginal originals,



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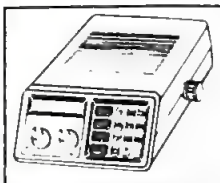

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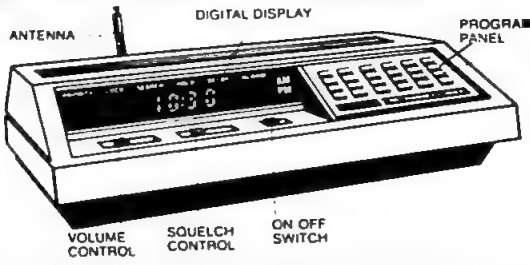

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Sophisticated microprocess-controlled circuitry eliminates the need for crystals, instead, the frequency for each channel is programmed through the numbered keyboard similar to the one used on a telephone. A "beep" acknowledges contact each time a key is touched. The Z30 scans approximately 15 channels per second.

Any combination of two to thirty channels can be scanned automatically, or the unit can be set on manual for continuous monitoring of any one channel. In addition, the search function locates unknown frequencies within a band.

Other features include scan delay, priority and a bright/dim switch to control the brightness of the 9-digit Vacuum-Fluorescent display. The Z30 can be operated on either 120 VAC or 12 VDC. Includes one year warranty from Regency Electronics (optional 3 yr extended warranty only $39.99, gives you a total of 4 yrs complete warranty or 2 yr extended warranty only $29.99, gives you a total of 3 yrs complete warranty.) Z-30 Service Manual $5.00.

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$209.99 *($7.00 shipping)*

100 channel pocket sized hand-held scanner (6"Hx1"Dx2¾"W), no crystal, portable scanner, 29-54 MHz, 118-174MHz, 406-512 MHz, bank scanning, backlit LCD display, automatic search, lockout, scan delay, priority, key lock, plus much more. Includes rubber antenna, rechargeable Ni-Cad battery pack, AC adapter charger, earphone, and carry case. optional cigarette lighter adapter #15MPC $12.99

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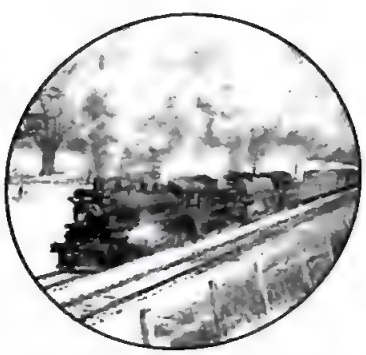

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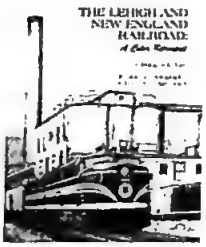
the reproduction is top notch, and the book is printed on glossy paper stock. The layout is clean but predictable. There is an interesting mix of action and roster views on motive power ranging from electric boxcabs to jets and PAs to GP9s, as well as some fine night work that goes very well with the many "yarns" of nocturnal trips along the line.

Overall, this book is a good one and should serve the New Haven fan and modeler well. In a handful of captions, though, there are some name misspellings and a mis-identified locomotive set (Alcos identified as "U-Boats"). Most should be fairly obvious to the average enthusiast, however. Other than that, the book is pretty accurate with many facts, some not available elsewhere. As a personal look at a fascinating railroad, "New Haven Division . . ." is a good buy for the money—STEVEN B. TURKENKOPF.



The Lehigh & New England Railroad: A Color Retrospect, published cooperatively by the Anthracite Railroads Historical Society, Inc., P.O. Box 119, Bridgeport, PA 19405-0119, and Carrigues House Publishers, P.O. Box 400, Laury's Station, PA 18059. 136 8½"×11" pages, hardcover, $45.00.

The Lehigh & New England was a 180-mile Eastern coal-hauler that labored quietly over its nearly 80-year existence between the Anthracite mines of Pennsylvania and the New Haven Railroad at Maybrook, New York. It interchanged with almost every other railroad in the region. Famous for its Camelback steam locomotives, the L&NE dieselized rather early in an effort to maintain profitability. After a bad non-rail investment or two and a downturn in business, the L&NE ceased operations and sold off its assets in 1961.

The railroad dieselized by 1950, and except for one 80-ton Whitcomb was all-Alco: FAs, FBs, RS2s and S2s. Because of its relative obscurity while being surrounded by such colorful attractions as the Lehigh Valley, CNJ, DL&W and Reading, comparatively little of the L&NE has been seen in print. In spite of its basic black livery, the use of white stripes and the famous red "fried egg" herald made the L&NE a very photogenic operation. And much like its neighbor, the NYO&W, the L&NE became one of those roads with more of a railfan following after its demise than when it was operating.

Relatively few photographers went out after the L&NE, but Dave Augsburger did in earnst. What began as a project by Doug Lilly to preserve in print Augsburger's color L&NE photography, has blossomed into this beautiful all-color book. A total of 17 photographers, consisting of some of the hobby's best, contributed to this effort. They include Bob Collins, John Treen, Kermit Geary Sr., Charles Houser Sr. and many others.

This book is well thought out and organized with attractive and interesting layouts. It is broken down into 18 chapters covering the railroad geographically and historically. Though intended to be more of a pictorial than a complete history, the book's text and photo captions are very informative and well researched. Also included are maps and color reproductions of certain L&NE paperwork. The reproduction is excellent, and most (though not all) of the photos were shot on Kodachrome that has survived well.

As much as I appreciate good black & white photography, the color here really shows what the railroad looked like. The photos are very well chosen and show almost every facet of the L&NE from some of the last Camelback steam locomotives to handsome Alcos in the pastoral scenery, on the high bridges and in the yards. There are photos of most of the interchange roads, too. Cabooses, non-revenue and freight equipment are also shown, and there is a separate chapter on fantrips over the L&NE.

This book will undoubtedly become an enduring treasure for any fan of the L&NE. We are indeed fortunate to have this all-color volume on a railroad that quit early—M.D.

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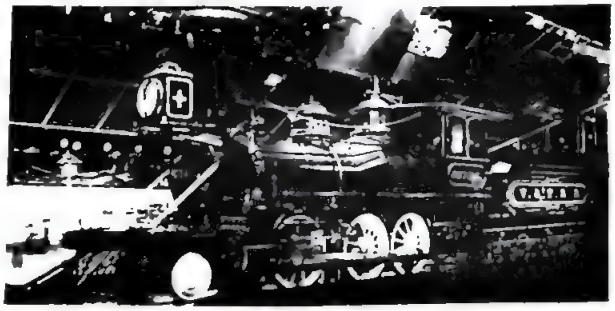

Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

SAN FRANCISCO, CALIFORNIA, February 18-19, 25-26, March 11-12, 18-19 and 25-26. The Western Railway Museum operates passenger excursions on the above dates on 8 miles of the former-Sacramento Northern main line using ex-Visalia Electric Railroad GE 44-Tonner and heavyweight consist. Adult fares $10, ages 11-17 and over 65 $8, kids 3-10 $6. Fares include Museum admission and trolley rides. Contact: Western Railway Museum, P.O. Box 3694, San Francisco, CA 94119-3694.

BRITISH COLUMBIA, February 19-23. BC Rail Winter Excursion will cover 1600 miles from North Vancouver to Fort St. John and return using two RDC1s. Trip includes 700 miles of freight-only trackage including the Tumbler Ridge line. Stay each night in on-line communities. Fare US$695, includes transportation, lodging and many meals. Contact: Mountain Outin' Tours, Inc., P.O. Box 70, East Irvine, CA, 92650; 714/837-9061.

STOCKTON, CALIFORNIA, February 25-26. "Winterail '89" Railroad Photography Exposition & Flea Market at the Scottish Rite Temple, 33 W. Alpine Ave. Saturday 10:30am-9:30pm, Sunday 11:30am-5pm. This 11th annual event will feature the slide show "Five Decades on Tehachapi" by Tom Gildersleeve and Gordon Glattenberg. Other slide shows will be presented, and the flea market will be open on the 25th. Sunday will feature the flea market only. Saturday admission $10 by advance registration only. Sunday admission is $4 at the door only. Contact: Dave Stanley, Winterail '89, P.O. Box 30661, Stockton, CA 95213-0661.

BLUEWATER MICHIGAN CHAPTER NRHS, 1989 excursion season using the Chapter's passenger equipment. For specific details and prices contact (LSASE please): Bluewater Michigan Chapter NRHS, 1989 Trips, P.O. Box 256, Royal Oak, MI 48068; 313/399-7963.

March 17-19, VIA diesels Windsor to Toronto, Ontario.
May 6, GT diesels Royal Oak to Durand via Pontiac, Mich.; **May 20,** CSX diesels Lansing to Kalamazoo, Mich. Tulip Festival; **May 29,** Bobo Belle boat trip from Detroit to Port Huron, Mich.
June 3, PM 2-8-4 1225 to Owosso, Mich.; **June 10-11,** N&W J 4-8-4 611 Portage, Mich., to Bellevue, Ohio, each day.
August 12, CSX diesels Grand Rapids to Grand Ledge, Mich.
September 2-4, PM 2-8-4 1225 Owosso to Chesaning, Mich.

ALL BLUEWATER CHAPTER NRHS TRIPS LISTED HERE HAVE BEEN CANCELLED

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ALL BOOKS SOFT COVER

Luca's History of the Susquehanna (second edition) 196 pages $15.00
Helfich's The History of the Blairstown Railway 96 pages $12.00
Locomotives of the Jersey City Central 1 - 999 by Warren Crater 106 pages $7.50
New York and Long Branch Signal Rule Book (reprint) $2.50
Train Sheet Extra #2, Ed Lohr's Engineers Revene $1.00
Train Sheet Extra #3, The Wootten Firebox $1.00
Train Sheet Spring 1978, Those Compound Locomotives $1.00
1989 Railroadian Calendar (all steam) $4.00

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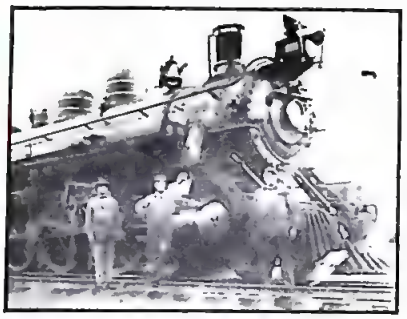

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Mich.; **September 9**, GT diesels Royal Oak to [illegible] and Kalamazoo; **September 16-17**, diesels to Niagara Falls; **September 22-24**, GT, CM and/or DRM diesels Royal Oak to Mackinaw, Mich.; **September 30**, Saginaw to Port Huron, Mich.

October 7, GT diesel circle trip from Port Huron to Durand, Detroit and Port Huron.

SACRAMENTO, CALIFORNIA, April 1. "Railway Preservation in the 80s" symposium jointly sponsored by the Pacific Coast Chapter R&LHS and the California State Railroad Museum. Scheduled speakers included John H. White and William Withuhn of the Smithsonian, Fred Bartels of the Strasburg R.R., Mark Smith of *L&RP* Magazine and Timothy Truscott of the Albany Depot group. $125 includes all programs, continental breakfast, lunch, refreshments and reception. Limited Capacity. Contact: Symposium, 115 I Street, Sacramento, CA 95814; 916/447-9665.

1989 NRHS CONVENTION will be held July 18-23 in Asheville, North Carolina. Featured will be N&W 2-8-8-4 1218 and 4-8-4 611. Contact: Asheville Chapter NRHS, P.O. Box 153, Asheville, NC 28802.

INTERNATIONAL TOURS

TRAINS UNLIMITED TOURS and the Travel Experience, Inc., 1430 Myers Street, Suite H, Oroville, CA 95965; 916/534-8555, is organizing the following tours conducted by railfan Chris Skow. Contact them for specific details.

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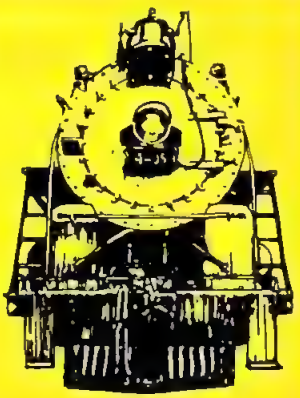

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April 2-May 4, Mexico, Copper Canyon and Texas
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TEFS LIMITED, 189 Spring Beauty Drive, Lawrenceville, NJ 08648, is sponsoring the following tours:

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RAILROADIANA MEETS

CHARLES G. GALLUS, P.O. Box 1036, Doylestown, PA 18901; 215/847-8749, Toy Train and Collectables Show & Sale 1989 season:

Penndale, Pennsylvania, February 4 and March 4. Firehouse Hall, 8am-1pm, admission $2.

New Hope, Pennsylvania, February 11 and March 25. Eagle Hall, 8am-2pm, Admission $3.

Phillipsburg, New Jersey, March 11. Commodore Inn, 9am-2pm, admission $3.

GREAT AMERICAN TRAIN SHOW. All shows are 1-7pm on Saturday, 11am-5pm on Sunday and feature operating layouts. Admission is $4, kids under 12 are free. Contact: GATS Limited, 312/834-0652.

St. Louis, Missouri, February 4-5, Keil Auditorium, 1400 Market Street.

Phoenix, Arizona, February 4-5, Phoenix Civic Plaza.

Dallas, Texas, February 11-12, Dallas Convention Center.

Milwaukee, Wisconsin, February 18-19, The Mecca, 500 West Kilbourn Ave.

Kansas City, Missouri, February 25-26, Kansas City Municipal Auditorium.

Dayton, Ohio, March 4-5, Dayton Convention Center.

Des Moines, Iowa, March 18-19, Veterans Memorial Auditorium.

JACKSONVILLE, FLORIDA, February 11. The Southeastern Railroadiana Collectors Tenth Annual Railroadiana and Model Train Sale & Trade Show at Jacksonville's Prime Osborn Convention Center, 1000 West Water Street, 9am-4pm. Adults $3, kids under 12 free. Contact (LSSAE please): Jack Martin, 4183 Paran Pines, Atlanta, GA 30327.

TITUSVILLE, NEW JERSEY, February 11, March 18 and April 22. The Titusville, Fire House Train Show at the Titusville, Fire House on Route 29, 8am-1pm. Adults $2, kids free. Contact: Herman Lotstein, 21-7 Potters Place, Holland, PA 18966; 215/968-7630.

HICKORY, NORTH CAROLINA, February 11-12. Toy Model & Hobby Show at the Country Adventures Convention Center on Hwy. 321 N.W., 10am-5pm each day. Adults $3, kids under 12 free. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28025; 704/786-8373.

WEST SPRINGFIELD, MASSACHUSETTS, February 12. The Amherst Railway Society's Annual Railroad Show & Sale at the Better Living Center on the grounds of the Eastern States Exposition, 10am-5pm. Adults $3, kids 5-11 $1, under 5 free. Contact: Robert A. Buck, 8 Bacon Street, Warren, MA 02083, 413/536-5318.

BURLINGTON, VERMONT, February 18. Burlington Railroadiana & Model Railroad Show at the Burlington Memorial Auditorium on U.S. Route 2 10am-4pm. Adults $2.50, kids 6-12 $1, under 6 free. Contact: Neil Korpi, 143 Hemlock Road, Milton, CT 05468; 812/893-4157.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations and dates. Dealer information: Sharon Armacost, 301/876-8640; sales tables $40. Admission $4, under 12 free with adult. 11am-5pm. General information: Greenberg Shows, Inc., 7566 Main Street, Sykesville, MD 21784, 301/795-7447.

Bensalem, Pennsylvania, February 18-19, Philadelphia Park

Monroeville, Pennsylvania, February 25-26, Pittsburgh Expo Mart

Timonium, Maryland, March 18-19, Timonium Fairgrounds.

TOY TRAIN COLLECTORS SOCIETY 1989 season. All shows 11am-4pm:

Depew, New York, February 19, Hearthstone Manor. Contact: Ray Baer, 21 Princeton Court, Cheektowaga, NY 14225; 716/632-4918.

Rochester, New York, March 5, Downtown Riverside Convention Center. Contact: Jack McDonald, 67 Barons Road, Rochester, NY 14617; 716/342-6489.

Liverpool, New York, April 2, Sheraton Inn Liverpool. Contact: Charles Brown, 99 Linhaven Drive, North Syracuse, NY 13212; 315/452-0349.

WALLINGFORD, CONNECTICUT, February 19 and March 12. The New York, New Haven & Hartford Toy and Train Meet at Zandri's Stillwood Inn off I-91 Exit 13, 9am-1pm. Contact: Mike Martino, P.O. Box 9131, New Haven, CT 06532; 203/469-9048.

STOCKTON, CALIFORNIA, February 25-26. "Winterail '89" Railroad Photography Exposition & Flea Market at the Scottish Rite Temple, 33 W. Alpine Ave. Saturday 10:30am-9:30pm, Sunday 11:30am-5pm. Flea market both days, slide show presentations Saturday only. Saturday admission $10 by advance registration only. Sunday admission is $4 at the door only. Contact: Dave Stanley, Winterail '89, P.O. Box 30661, Stockton, CA 95213-0661.

LAPEER, MICHIGAN, February 26. Lapeer Model Railroaders 5th Annual Model Railroad Flea Market at the American Legion Hall 10am-4pm. Adults $1.50, family $3.50. Contact: Joseph Biondo, 15680 Imlay City Road, Capac, MI 48014; 313/395-4966 after 7pm.

RICHMOND, INDIANA, February 26. All Trains Flea Market at the National Guard Armory 11am-3pm. Adults $1, kids under 12 free. Contact: Larry Zeller, 4646 West U.S. Route 36, Piqua, OH 453456; 513/773-7186.

GREAT AMERICAN TRAIN MART. All shows are 10am-4pm and feature a layout of the month. Adults $3, kids under 12 free. Contact: GATS Ltd.; 312/834-0652.

San Francisco, California, February 26, Solano County Fairgrounds.

Los Angeles, California, April 2, L.A. County Fair & Expo Center.

San Francisco, California, April 23, Solano County Fairgrounds.

Milwaukee, Winsconsin, April 30, Waukesha County Expo Center.

INDIANAPOLIS, INDIANA, March 4. Model Railroad and Toy Train Swap Meet & Sale at the St. Joseph Church 10am-4pm. Adults $1, family $2. Contact: Rudy Stanko, 8601 Stonewall Drive, Indianapolis, IN 46231; 317/243-7249.

FORT WAYNE, INDIANA, March 11. Train & Collectable Toy Show at The Lantern, 4420 Ardmore, 11am-4pm. Adults

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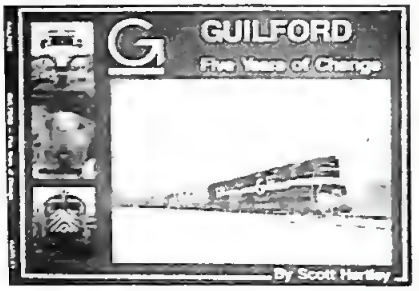

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$1.50, kids under 12 free. Contact: Royce Hutchison, 7112 Baer Road, Fort Wayne, IN 46809; 219/747-4485.

BURLINGTON, VERMONT, March 11. Northwestern Vermont Model Railroading Society's 2nd Annual Model Train Show at the South Burlington Middle School 10am-4pm Adults $1.50, kids under 12 and seniors 75¢, under 6 free. Contact: Michael G. Saunders, 84 Aldis Street, St Albans, VT 05478-1913, 802/524-4419 evenings except Wednesday

LONGVIEW, TEXAS, March 11-12 Annual Longview Model Train Show sponsored by the East Texas Society of Model Railroad Engineers at the City of Longview Exhibition Hall, Saturday 10am-5pm, Sunday noon-5pm Admission $3, family $5. Contact: Jay Tatum c/o ETSMRRE "Show," P.O Box 2543, Longview, TX 75606; 214/236-SD60.

LA CROSSE, WISCONSIN, March 11-12. The La Crosse & Three Rivers Railroad Club's 8th Annual Model Railroad Show at the La Crosse Center. Saturday 10am-7pm; Sunday 10am-4pm. Adults $2.50, kids under 12 free with adult. Contact: Marilyn Klawitter, Route 1, Box 247, La Crescent, MN 55947; 507/894-4787 or 608/782-2341.

CHESHIRE, CONNECTICUT, March 12. The Cheshire High School Band Train Show at Cheshire High School 10am-4pm. Adults $3, kids under 12 free. Contact: Tom Kolulski c/o CHS, 525 South Main Street, Cheshire, CT 06410; 203/272-5361 days or Joe Natale evenings at 203/747-5861.

CLARK, NEW JERSEY, March 12. Jersey Central NRHS Chapter Train Show at Mother Seton Regional High School, GSP Exit 135, 9am-3:30pm. Adults $4, kids under 12 $2, $6 maximum per family. Contact: Jim Clarke, P.O. Box 391, Scotch Plains, NJ 07076; 201/272-7660 daytime only.

WINTER GARDEN, FLORIDA, March 18. The Central Florida Chapter NRHS Railroadiana, Model and Toy Train Show & Sale at the Tanner Auditorium on West Garden Street on Lake Apopka 10am-3pm. Adults $2, kids under 12 free. Contact: David Rhea, 906 Center Street, Ocoee, FL 32761; 407/656-8749.

EAST WAYMOUTH, MASSACHUSETTS, March 19. South Shore Model Railway Club Show at Weymouth North High School 9:30am-4pm. $2 admission. Contact: Bob Persson, 88 Peirce Road, Weymouth, MA 02188, 617/337-3912

KITTANNING, PENNSYLVANIA, March 19. Central Armstrong Model Railroad Train Show at the Kittanning Township Firehall, 10am-4pm. Adults $3, kids under 12 free. Contact: James W. Boyer, R.D. #2, Box 133, Ford City, PA 16226; 412/763-8327.

KINGSTON, NEW YORK, March 19. The Kingston Model Railroad Club's 6th Annual Kingston Train & Craft Expo at the State Armory on North Manor Avenue 10am-4pm. Adults $2, kids under 12 $1. Contact: J&J Hobbies at 914/338-7174.

TIMONIUM, MARYLAND, March 25. "Transpo 89" Baltimore Transportation Memorabilia Show & Sale at the Maryland State Fairgrounds off I-83, 10am-4pm. Admission $2, kids under 12 free. Contact (LSSAE please): Transport Show Associates, P.O. Box 10372, Alexandria, VA 22310; 703/998-2362

ELMONT, NEW YORK, April 2. The St. Vincent DePaul Famous Train Meet at the St. Vincent DePaul School auditorium, 1510 DePaul Street, 10am-4pm. Adults $4, kids under 12 free. Early preview admission $5. Contact: Frank Deorio, 1510 DePaul Street, Elmont, NY 11003; 516/352-2127 or 516/486-6658.

MILAN, OHIO, April 2. The Vietnam Veterans of America Chapter 322 Train Show & Swap Meet at the EHOVE Joint Vocational School, 3126 West Mason Road, 10am-4pm. Adults $1.50, kids under 12 free. Contact: Dave Ballard, 23 Pearl Street, Norwalk, OH 44857; 419/668-2064.

LONDON, ONTARIO, April 8. The Forest City Railway Society's 16th Annual Slide Trade Day at the All Saints Church 1-5pm. Admission $2, dealers welcome. Contact: Ian Platt, RR#3, Ingersoll, Ontario N5C 3J6; 519/485-3817.

Camera Bag

BY JIM BOYD

Winter Exposure

GUEST COLUMNIST: GREG NAZAROW

Last month we went over some of the basics for railfanning in winter; now it's time to discuss winter exposure. I'm not referring to going out in sub-freezing temperatures without enough clothes on, but rather the tricky art of metering light where there's snow on the ground and determining a proper exposure for your film.

Exposure metering is a brand new ball game in snow. Your light meter will assume that the snow is supposed to be medium gray and will give you an exposure to render it so. This is why the amateur photos you see of subjects in snow will often look underexposed; the snow fools the meter if the photographer isn't attentive enough to out-think it.

And even though the "poop sheet" with your film says to stop down another stop "on bright sand or snow," don't take that as gospel. Under a clear, sunny winter sky, full daylight is still only full daylight, even though the ground may be more reflective than summertime foliage or grass. On snow you will likely gain only about an additional half stop of effective light. This is because the sun travels across the sky on a more southerly arc (for those of us living in the Northern Hemisphere) during winter; even at "high noon," the winter sun is at a lower angle, similar to its mid-morning or mid-afternoon position during the summer. Though the ground is brighter, the sun itself is actually less intense. The net effect will be determined by the clarity of the air, the time of day and the

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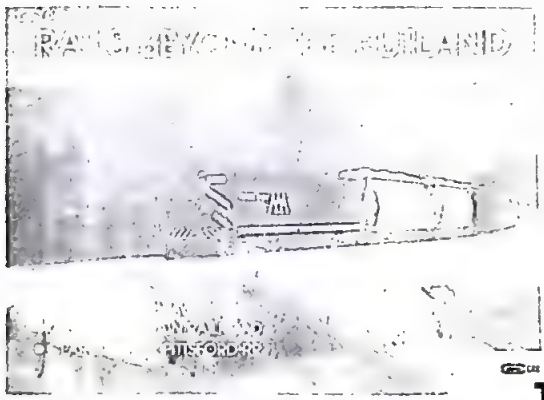

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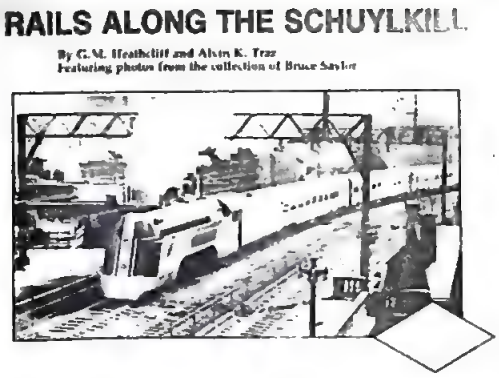

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freshness of the snow (West Virginia snow that's been laying along the C&O for a couple of weeks can be as grimy as a blacktop road).

What all this boils down to is that when the sun is shining, normal full daylight exposures will generally apply. One example of full daylight exposure is the familiar shutter speed/aperture combination of 1/500th of a second at f5.6 for Kodachrome 64 (or its equivalents such as 1/250th at f8, 1/1000th at f4, etc.) which will render the same exposure while giving you either more depth of field or a faster shutter speed, depending on which is more important for the shot. (Incidentally, this is subject to individual equipment and judgment; I find my best Kodachrome 64 full daylight exposure is a half-stop further open, 1/500th at f5, though others prefer "saturation" and go to 1/500th at f6.3 under the same conditions—J.B.)

The "sunny 16" rule is also helpful in determining full daylight exposures. Simply set your shutter speed to whatever number is closest to your film's ISO (ASA) number: ISO 64 becomes 1/60th of a second; ISO 100 becomes 1/125th, etc. Then set your aperture at f16 and your camera settings should be in the ball park. This is particularly handy if you are suddenly required to use a film with which you are not familiar. Quick, what's the normal daylight exposure for T-MAX 3200? It would be 1/3200th at f16, a generally unusable number. But run it down the f-stop/shutter speed scale and you will get 1/1600th at f22, 1/800th at f32 or 1/400th at f45; even though you may not be able to stop down to f45, it gets the shutter speeds into an understandable range—and also explains why you don't really want to shoot that stuff in bright sunlight with most cameras.

The challenge of snow photography is that with low sun but bright terrain, you are usually working with a scene that has much more contrast than your typical warm-weather work. You will often have to choose between a properly exposed blue sky and highlighted snow (with bottomless black in the shadows) or opening up the shadows and washing out the snow and/or sky. Consider using a polarizing filter (see the January '88 CAMERA BAG) to reduce the glare of snow or stainless steel equipment like Amtrak Superliners when shooting your subject under direct sunlight.

Figuring your exposures under overcast skies can be tricky enough all year around, but with snow on the ground, it's even tougher. Unless you're photographing around a coal mine where the snow really *is* medium gray, you'll have to ignore your meter and override the automatic mode of your camera so equipped. If there's an exposure compensating feature (a +1, +2, -1, -2, indicator is typical with most automatic cameras), dial in a setting which will automatically overexpose each shot by an f-stop or so, but remember to disengage this feature when returning to non-snow conditions. The alternative which is usually better is to meter something close to gray that is not covered with snow. Vertical surfaces like walls are very helpful in this regard or a stand of trees (with trees, the dark trunks and snow-laden ground will average out somewhere around normal, and, of course, avoid whitewashed or black walls). Try reading off of sun-bleached pavement or nearby buildings, all of which tend to reflect the same amount of sunlight in summer or winter. Then, set your shutter speed and aperture according to what the grayish surface reads on your light meter, step back and reframe your shot. *Wango!* The meter will probably tell you that the whole sunny, snow-covered scene is horrendously overexposed. Ignore the meter at this point and take the shot. With a little experience, if you use the same kind of film most of the time, you will be successful with these techniques.

So far we have talked about snow scenes, but not all winter photography is done in the snow. Here, the low sun becomes the most important factor, but light meter readings are more reliable. Without snow on the ground, normal exposures will prevail for most front- or side-lit subjects if the sky is bright and sunny. However, without snow on the ground there is also little chance of light being reflected into the shadow areas under the locomotive or on its shaded side, making backlit shots a little more difficult. This situation is made worse by the fact that the low winter sun also casts longer shadows. Short of using huge banks of flashbulbs to blast the dark side of a moving train with fill light, you'll often need to overexpose the shot by a half stop or more from your full daylight settings if you want to retain any amount of detail in the shadow areas. This will probably result in a washed-out, overexposed sky, but at least you'll have more than just a silhouette for a subject.

Some of the most rewarding wintertime pictures are those you can't get at any other time of the year: snowplowing runs. This is often the most fun on a branch line where snow has piled up for several days with no trains passing through. Then, whether they send out the flanger, wedge plow, rotary or just the road power with its pilot plow, get out there and watch the snow fly!

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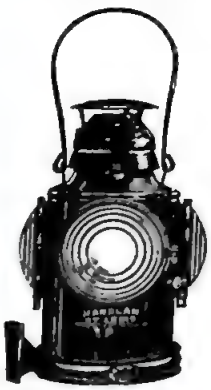
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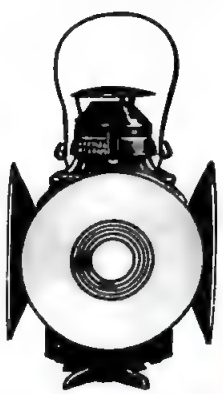
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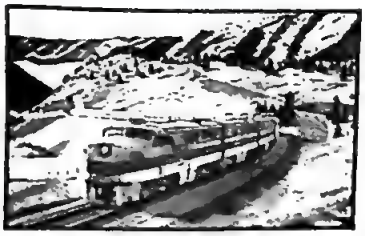

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Transit Currents

Pittsburgh: Farewell Mo

Back in the 1920s and 1930s there were more than 100 daily commuter passenger trains carrying millions of passengers into downtown Pittsburgh from the surrounding area of western Pennsylvania. Now there is just one line left, and on October 28, 1988, the Port Authority Transit board of directors voted that the PATrain, the last commuter train in western Pennsylvania, will cease service soon. Ridership has been decreasing on the train, and the subsidy has increased to the point where it averaged $6.63 per person per ride. Service is proposed to be ended by April 30, 1989. Port Authority Transit indicates that it will operate express bus service as a replacement.

This is not the first time the service has been considered for a discontinuation: 1983 and 1985 saw serious proposals for dropping the service. In recent times there have only been seven trips a day with stops in Versailles, Port Vue-Liberty, Braddock and McKeesport. The trains are push-pull sets powered by HEP-equipped ex-Wellsville, Addison & Galeton (nee-SP) F7s.

Ridership was only averaging a little over 800 passengers per day in 1988, down from better than 1500 daily riders in 1982. The basic problem is lack of sufficient funds. Both of the major transit systems in Pennsylvania lack a dedicated source of money, and so PAT and SEPTA must live, hat in hand, year to year, depending upon government to help bail them out. With its strong downtown, given adequate funding to support the service, Pittsburgh could probably benefit from a small network of commuter trains operating throughout its region. It appears that such will not be the case. Thanks to Jim Cerny and David Herbaly for the news.

The last IRT Grungeliner

October 14, 1988, was a day to take note of. The New York City Transit Authority's IRT division ran its last graffiti-covered train on the No.5 line. The dubiously embellished train consisted of cars 9082-3, 9122-3, 9118-9, 9203-1 and 9104-5. According to the New York Division Bulletin of the ERA, all cars in IRT service are now clean. There is still much to do, but it appears all systems are go for continued clean-up and service improvements.

Santa Clara Classics

A welcome touch of nostalgia has been added to the 1½-mile loop which Santa Clara County Transit operates in San Jose, California. On November 18, 1988, SCCT cars 124 and 129, former San Jose Railroad and Sacramento Gas & Electric trolleys, respectively, were placed in service on the downtown loop (see page 2), where they will run daily from 9:00 a.m. to 3:30 p.m.. Rebuilt by volunteers at San Jose's historical museum in Kelly Park, the two trolleys will eventually be joined by four other restored cars, including models from Melbourne, Australia, and Milan, Italy. The 1½-mile loop serves San Jose's downtown transit mall, a part of SCCT's Guadalupe Corridor (see April 1988 TRANSIT CURRENTS) which opened December 11, 1987.

ICC, NICTD and CSS&SB

In mid-October 1988, the Chicago South Shore & South Bend Railroad petitioned the Interstate Commerce Commission for a discontinuation of passenger service. The ICC reviewed this matter and ruled in a 3 to 2 vote that the service could be discontinued January 1, 1989, unless the South Shore Railroad, the Northern Indiana Commuter Transportation District (NICTD) and Metra (the commuter rail division of the Chicago Regional Transportation Authority) arrived at an agreement before that date. NICTD will fight that decision.

Meanwhile, on November 22, the South Shore Railroad was put up for sale. CitiCorp, the railroad's principal creditor, had brought pressure to sell, much against the South Shore's will. The railroad appears to be bankrupt, with assets of $8 million and liabilities of $15 million. NICTD is interested in purchasing the railroad and may use its power of eminent domain.

MNCR strike

With monotonous regularity verging on the commonplace, there are wildcat strikes on the Metro-North Commuter Railroad. November 15, 1988, saw MNCR conductors, motormen and trainmen hit the bricks over supposed failure of MNCR to deposit money in the pension fund. Metro-North got a restraining order to bring the strike to an end.

Al M. Agovino, Jr. notes that the present unions at Metro- North fall under the jurisdiction of the National Railway Labor Act. New York State officials are trying to change the law so that both the Long Island Rail Road and Metro-North Commuter Railroad employees would be under the jurisdiction of the Taylor Law of New York State which forbids strikes by public employees. So far any attempts to amend the Taylor Law to embrace LIRR and MNCR employees have been vehemently opposed by the railroad unions. They claim it denies them their basic right to strike. This raises the question of whether inconveniencing the public (100,000 commuters in the most recent Metro-North strike) is a right. This is obviously a highly emotional issue and one that will be difficult to resolve.

L.A.: Planning and construction

Planning work is moving ahead in Los Angeles on the construction of several rail lines. This includes careful work on the final northwestward extension of light rail service from the Century Freeway Line past Los Angeles International Airport and out to Marina Del Rey Station.

By mid-August 1988 not much progress had been made on deciding what to do with the light rail line proposed for the San Fernando Valley. One proposal was to put the

BY GEORGE M. SMERK

Valley commuter train

whole thing in a subway. The so-called Chandler-Victory route, which was endorsed by an advisory group created by the city council, would operate through numerous quiet residential areas. The people in those communities are strongly opposed to the construction. There is also organized opposition in Hollywood against an elevated rail line in that community. Offering up a subway as an alternative may be attractive, but it is certainly going to be a more expensive alternative. Thanks to John Allen Lee, Roger Jenkins and Martin Gombert for the information.

Washington Metro Rail

The parking problem at Metro Rail stations in the Washington area is not getting any better. At the end of the Orange Line in Virginia, at Vienna, the 2200-space lot is usually filled early in the day. At that spot a 1300-space garage has been proposed.

Further east in Virginia, at the site of Potomac Yard, which is paralleled by the Metro Rail Yellow Line, the Richmond, Fredericksburg & Potomac Railroad has announced that it plans to develop a portion of the yard in Alexandria. There will continue to be a rail freight yard, but the rest of this valuable land will be developed into offices, housing or some other high valued purpose. This is a sensitive area because of the potential for congestion. The Metro Rail System, already to be involved with the station for Potomac Greens just south of the National Airport, is apt to be a key factor in whatever project develops. The area should become an even more important traffic generator for Metro Rail than it has been in the past.

Washington Union Station reopened, and to a large extent returned to its former glory, at the end of September 1988. Not only a rail station but also a site of shopping areas, restaurants and motion picture theaters, Union Station is likely to become a great traffic generator for the Metro Rail System. The potential car shortage facing Metro Rail looms even more serious.

Meanwhile, out in College Park, Maryland, the friends of the College Park Airport and the College Park Airport Pilots Association have filed a complaint against Metro. The complaints contend that Metro is about to violate federal laws that require analysis of the effect of building the Metro rail line parallel to the B&O Railroad that passes the historic College Park Airport site. This marks just the latest of 20 years of fights over building the Metro line through College Park. The airport group contends that the Metro line should be built as a subway because the airport is perpendicular to the planned rail rapid transit line. There is a threat of planes crashing into a rapid transit train.

Architect Harry Weese planned to have the Washington Metro System stations themselves and their high, coffered ceilings act as works of art. Additional works of art have been added to several stations. Embellishments have been installed on a temporary basis at the Metro Center station and to the station at Ballston. Reaction has, so far, been mixed. Art work has usually been successful in subway stations, but the sheer grandeur

PITTSBURGH'S COLORFUL PATrain is facing extinction on April 30, 1989, if the Port Authority Transit board does not reverse its October 28, 1988, decision to replace the B&O commuter line with bus service. An ex-SP/WA&G rebuilt F7 had the PATrain headed north through McKeesport, Pa., on July 14, 1981. A push/pull cab car has replaced the F-at-both-ends configuration.

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Transit Currents

(quite intentional) of the Washington Metro subway stations tends to trivialize other works of art. Thanks to Marion J. Zych for the information.

Meet Me in St. Louis

"The Trolley Song" was a hit in the MGM movie *Meet Me In St. Louis*. It will certainly be sung more than once again in St. Louis. On October 25, 1988, Urban Mass Transportation Administrator Alfred A. DelliBovi participated in a program in which he signed a $288 million full-funding contract for the construction of the St. Louis light rail line. The Norfolk Southern right-of-way and the Terminal Railroad Association's downtown tunnel will be deeded to the Bi-State Development Agency. The 18-mile light rail line will stretch from East St. Louis, Illinois, to a western terminal at the Lambert International Airport and the McDonnell-Douglas facility. Don Scott, who sent the information, noted that there were still some who had their doubts about the wisdom of the line.

The NEW Electric Railway Journal

From 1908 to 1931, *The Electric Railway Journal* was the premier magazine of the American electric transit industry. Now, with backing from the Free Congress Research & Education Foundation in Washington, D.C., the magazine has returned as a 56-page quarterly called *The NEW Electric Railway Journal*, devoted to coverage of America's new proliferation of electric streetcars and interurbans. Publisher Paul Weyrich is president of the FCR&EF, and Editor Richard Kunz is well known for his work as Rail Transit Editor for *Passenger Train Journal*. Volume 1, Number 1 of *The NEW Electric Railway Journal*, released as the Autumn 1988 issue, contains features on retired CTA Executive Director George Krambles, the San Diego Trolley and a current directory of electric transit operations in North America. With its attractive color and black & white photos, maps and responsible writing, this is one of the most worthwhile new products to enter the already saturated rail publication field. The Autumn 1988 issue is available for $5.95 (year subscription $20.00) from the Free Congress Research & Education Foundation, 721 Second St. N.E., Washington, DC 20002.

5th Annual Hoosier Traction Meet

On the weekend after Labor Day 1988, a huge number of enthusiastic traction fans gathered at the Howard Johnson East in Indianapolis. There was a big meeting room, but it was overwhelmed by the wonderful turnout of people for what all involved hope will continue to be an annual event. With Dr. Howard Blackburn as the master of ceremonies, the program was in good hands. There were a number of highlights at the session. Earl Clark gave a slide show on the latest traction happenings around the country. This is very much in line with the Hoosier Traction Meet aim of covering not only history but also the present and future.

An outstanding presentation was given on electric transit in the Louisville, Kentucky, area by George Yater and Jim Calvert. It was a superb job of tracing the history of electric traction in Louisville all the way back to the beginning and bringing it up to its demise in the late 1940s.

Phil Buchert came all the way from Waterford, Maine. Not only that, but Phil brought a piece of railroad with him! Phil's dad had built some beautiful standard gauge models starting back in the 1920s. There was a two-car train modeled after the Lackawanna electrics, a movable bridge and several modules with about 15 to 20 feet of trackage.

It was great to see everyone, and we hope that the Hoosier Traction Meet will continue for many years. The next one is scheduled for the weekend after Labor Day 1989 in Indianapolis. I hope to see you there.

In the Heartland

The Hoosier Traction Meet certainly got me and some others thinking about electric railways and traction here in the Midwest. I recently came into possession of several excellent videotapes. Bill Warrick was involved in the production of both *Midwest Traction Classics: Electric Lines Outside Chicago*, and *Chicago's Three Interurbans*, both from Interurban Films.

Still thinking about the Midwest and some places that I haven't been to recently, I was involved in correspondence with Al Shade (9831 Aldridge Drive, Columbia Station, OH 44028-9621), who has some excellent videos of Pittsburgh's new light rail operation as well PCC cars in action on the trackage on the Drake and Library lines and action at the new South Hills Junction. Al also has some good tapes of the new light rail vehicles in operation in Cleveland. My appetite whetted, I thought I would be able to see some Pittsburgh action in person because I had a meeting in that city. Unfortunately, I got sick and had to miss the meeting.

The Midwest had some exciting traction action in years gone by. Needless to say, with the new light rail line in Pittsburgh and the revivification of electric traction in Cleveland, plus the new rapid transit line soon to be under construction in Chicago, and the revivified South Shore Line, the Heartland is still a great place to visit or to see on tape.

Flashes

Bill Fennelly sends news that the **LONG ISLAND RAIL ROAD**, in order to boost its rush hour ridership after a two year decline, is advertising its wares. The ads note that one can either sit in traffic or ride the rails, after observing potentially that the Long Island Expressway is a long, expensive parking lot.

Bill also sent a flyer distributed to patrons of the Port Authority Trans-Hudson Corporation. It noted that beginning on October

PLEASE SEND traction news items and any correspondence directly to Prof. George Smerk, Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

BY GEORGE M. SMERK

17, 1988, the Newark-World Trade Center line began operating eight-car trains. During the summer PATH increased the number of cars on the Journal Square-33rd Street Line from six to seven. Additional trains have been added in the rush hour on lines into the World Trade Center and on the service from Hoboken to 33rd Street. PATH now has 342 cars in its fleet, including 95 brand new ones and 247 completely refurbished cars. The ORANGE EMPIRE Railway Museum (P.O. Box 548, Perris, CA 92370-0548) is enjoying service once again with Pacific Electric "Valley Seven" car 717. Some wise people hold that civilization is reflected directly by how much electric rail service is available in a place. Orange Empire should be congratulated for preserving civilization until it finally returns to the Los Angeles area in the subway and light rail lines now under construction.

Out in FORT COLLINS, Colorado, the Fort Collins Municipal Railway Society has received several awards for the restoration of Fort Collins Birney streetcar 21, as well as the rebuilt streetcar line on Mountain Avenue. Colorado Preservation, Inc. and the American Association for State & Local History have both given the Municipal Railway Society (P.O. Box 625, Fort Collins, CO 80522) awards. Society President Ed Hanson has been conferring recently with representatives of downtown merchants who are interested in the possibility of extending the current line into the Oldtown area of Fort Collins. This could be interesting.

The Society for the Preservation of the DUQUESNE INCLINE in Pittsburgh has a worrisome financial picture. Although ridership and profits from souvenir sales have increased substantially, the preservation society spent over $35,000 just to renew the liability insurance as well as $20,000 for various maintenance projects. Liability insurance is eating many transit services in the litigation-happy U.S. society. Thanks to Jim Cerny for the news.

Earl Long sent news from Richmond, Virginia, about the exhibit of the OLD DOMINION POSTCARD CLUB. The theme of the annual exhibit is the world's first commercially successful electric streetcar system. The exhibit was in the Richmond Public Library during November 1988. Interested readers should contact W. Earl Long at 804/323-6090.

Len Henriksson provides news from British Columbia that a commuter rail link between downtown VANCOUVER and Port Coquitlan may be in the cards. This is expected to be somewhat cheaper than extension of the Skytrain. The politics and fiscal facts of the situation will take some time to be reached.

As of mid-November 1988, the DALLAS Area Rapid Transit folks still seem to be in some degree of confusion. There is much talk, but it does not appear that the legislature will change the law regarding DART to suit the fancies of the highway advocates who want some of the DART money. Dallas is a classic case of fiddle/fumble and not doing anything as soon as possible in order to show the taxpayers what they might expect for their money.

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To Santa Fe by Narrow Gauge by Gordon Chappell traces the full history of the Rio Grande's lonely line from Antonito via Embudo, Espanola, and the Rio Grande River to Santa Fe. Begun as a proposed route to Mexico City, completed by a short line, and famed as the quaint "Chili Line" of the 1930's. Originally appeared in *Colorado Rail Annual No. 7* (1969). Newly reprinted, enlarged edition in 56 pages plus color cover. $5.95.

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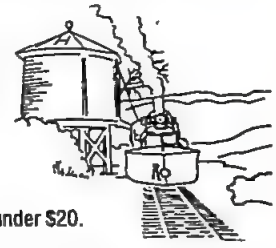

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***DAYLIGHT* 4-8-4 4449** During December 14-16, 1988, the Southern Pacific hosted some 100 Oregon shippers onboard a 14-car Portland-to-Medford special powered by *Daylight* 4-8-4 4449. The aptly-named "Spirit of the West" train gave chasing railfans a rare opportunity to photograph the 4449 on portions of SP's rugged and remote Siskiyou Line. During the three-day trip, the railroad promoted its Adopt-A-Branch program, which was begun in 1985 to place greater emphasis on customer needs and open lines of direct communication between freight conductors, local traffic people and the shippers they serve. The SP received *Modern Railroads* Magazine's Golden Freight Car Award in 1987 for the program. The shippers aboard the Siskiyou special responded very favorably to the railroad's "customer service" attitude.

The train consisted of 14 cars, including the 4449's tool car in *Daylight* livery plus Rio Grande and SP business cars. A D&RGW SD50 was teamed up behind the 4449 out of Portland on Wednesday, December 14, with an SP SD40T-2 added at Eugene the next day. After a layover Thursday night at Roseburg, the train continued on to Medford on Friday. The 4449 returned to Portland with three cars over the weekend with SP SD9 4329 along from Medford to Roseburg for dynamic brakes. The Saturday night layover was at Eugene. A photo runby was held each day of the trip, which the shippers on board found quite entertaining.

Corporation owner Philip Anschutz was on the train from Portland to Roseburg and rode the cab of the 4449 from Salem to Albany. He was reportedly very impressed. At press time, two similar Adopt-A-Branch specials are being planned for northern and central California this spring using the 4449, and one is in the works for early February 1989 using Cotton Belt 4-8-4 819 from Pine Bluff, Arkansas, to Dallas, San Antonio and Houston, Texas, and Shreveport, Louisiana—HAL LEWIS.

SOUTHERN PACIFIC What sounds like the hammering pistons of tunnel motors on SP's Modoc Line and Rio Grande's Tennessee Pass may indeed be the war drums heralding an all-out battle for the West like nobody has seen since otherwise competitive carriers began fusing together in the megamergers of the 1970s and '80s. In the weeks following Rio Grande Industries' October 1988 purchase of the SP from Santa Fe Southern Pacific Corporation (December 1988 RAILNEWS), the new 15,046-mile SP/D&RGW system displayed a flurry of progressive changes. To maintain familiarity with West Coast shippers and investors worldwide, the railroad opted to stick with the name Southern Pacific, and it now seems the *new* SP has both the means and the desire to compete head-to-head with its age-old rival, the Santa Fe. And after being "treated like second-class citizens" by the Santa Fe, SP folks are out to kick Chico's butt.

The SP plans to spend more than $50 million for 50 new locomotives in 1989: 30 GP60s from GM's London, Ontario, plant and 20 Dash 8-40Bs from GE. This will be in addition to the 110 new units delivered to SP under 1987 and 1988 contracts, 40 completely rebuilt SP units, 73 Rio Grande units assigned to systemwide service and 15 GP60s delivered to SP subsidiary St. Louis Southwestern (Cotton Belt) in September 1988. The reopening of the Klamath Falls, Oregon, to Flanigan, Nevada, Modoc Line (January 1989 RAILNEWS) is one aspect of owner Philip Anschutz' master plan to reinforce SP's advantageous routings from Oregon and California to the Midwest and Gulf states. Also, SP is spending $7.2 million for 150 new 73-foot center-beam flatcars, which, according to company President Mike Mohan, "reaffirm our commitment to Oregon's lumber industry."

Increasing traffic between the Northwest and St. Louis is the cause for SP's $2.6 million expansion of its Armourdale Yard in Kansas City, Kansas, which includes a new intermodal facility with twice the capacity of the existing yard. On the West Coast, SP's Intermodal Container Transfer Facility at Dolores, Cal., near Long Beach, has exceeded the business figures predicted by transportation experts, handling more than 39,000 containers during August 1988 alone.

Regarding SP's sudden prosperity, Santa Fe Railway President W. John Swartz said, "I don't see competition with them in new ownership any stronger than it was before. No stronger, no weaker." Swartz, along with Santa Fe Senior Vice President of Traffic Thomas Fitzgerald and Executive Director Don Skelton, traveled to Tokyo in mid-November to sign contracts with Nippon Liner System and Hyundai Merchant Marine. The three met with other Japanese shippers as well, proposing additional U.S. intermodal landbridge service over the Santa Fe. A more impressive move was Santa Fe's decision to reduce its piggyback shipping rates by $250 per trailer in order to win back customers who had switched to double-stack container service on other railroads, especially those customers who ship through northern California and the San Francisco Bay Area. At the opposite end of the system, Santa Fe opened two additional intermodal terminal tracks at Corwith Yard in Chicago during early October 1988. On November 23, B36-7 7492 led a TOFC train through the ceremonial banner which read "Tracks 107 & 108 Join the Line Up—Breaking Records on Santa Fe." Completion of the $2 million track expansion helped Corwith Yard break all previous traffic records, with 47,742 trailers and containers handled during October alone.

Yet to be decided is the outcome of SP's contesting ownership of the Southern Pacific name, which Rio Grande Industries obtained through its purchase of the SP from Santa Fe Southern Pacific. SFSP Chairman Robert Krebs has stated that the holding company's name will likely be abridged to read SFP. This time, the war between Western railroads is getting personal.

INDIANA'S A new short line has been doing business in west central Indiana since October 29, 1987, when the Terre Haute, Brazil & Eastern Railroad (page 2) began operating 17 miles of former-Conrail line from East Yard in Terre Haute to Knightsville on the old Limedale Secondary, which was once part of Pennsy's Indianapolis-St. Louis main line. THB&E interchanges with CSX, Conrail and Soo Line in Terre Haute, accumulating traffic from 84 Lumber near Seelyville, Growers Cooperative and Brazil Crop Service in Brazil, Han-Cor Plastics in Harmony and Lonestar Industries in Limedale. THB&E also handles tank cars in and out of the GATX repair facility in Terre Haute.

Former Rock Island GP18 1353 was THB&E's initial power, but by December 1987 an ex-BN SW9 and ex-MP SW8 (THB&E 100 and 101) were delivered fully rebuilt from Chrome Locomotive, who in turn relieved THB&E of the GP18 (which has since gone on to the Florida West Coast). Former-PRR SD7 8589, one of two such units built specifically for service on the steepest main line grade in the U.S. (5.89% out of Madison, Indiana) has joined the THB&E stable, wearing her ex-Conrail number 6999. As if the line's five-days-a-week freight schedule wasn't enough, a Brazil-Limedale tourist train was launched in mid-1988—JIM RHODES.

KYLE'S NEWEST The Arizona Eastern Railway, a newly-formed subsidiary of Kyle Railways, took over operation of SP's 135-mile Globe Branch in October 1988 to provide continued service between the Cyprus Miami Mining Corporation in Claypool, Arizona, and the SP main line connection at Bowie. Loads shipped up the branch to Globe, Claypool and Miami include general freight and copper concentrates, while outbound loads are primarily copper rod and cathode. Kyle also operates the industrial railroad within the Cyprus Miami Mining plant, which was acquired from the Inspiration Consolidated Copper Company on July 1, 1988. The Arizona Eastern rosters a quartet of ex-BN GP9s, numbers 1752-1755, which have been painted up in AZER's blue and gray scheme (see photo on page 66), sporting the Kyle Railways herald on their cab sides.

FIRELESS COOKERS Both of Pennsylvania Power & Light's 0-6-0 fireless cooker steam locomotives were returned to service at PP&L's Shamokin Dam, Pennsylvania, power plant in June 1988 after the company's Alco S3 diesel suffered a main generator failure. Shamokin Dam features a busy rail yard and rotary dumper that require daily switching to handle the 125 loads of bituminous coal and 50 loads of coke delivered each week by Conrail, which normally brings the loads down in sections from its Northumberland Yard on Tuesdays, Thursdays and on the weekend. In addition, Shamokin Dam also receives about nine 100-car unit trains of coke each year from the Midwest and Virginia. At press time, ex-SP SW9 1194 was en route from National Railway Equipment of Dixmoor, Illinois, to Shamokin Dam to relieve the fireless cookers, which PP&L purchased from the H.K. Porter Company in 1949.

The 0-6-0s were stored serviceable shortly after PP&L's S3 arrived from Stanton, Pa., in 1972, the result of PP&L's West Pittston-

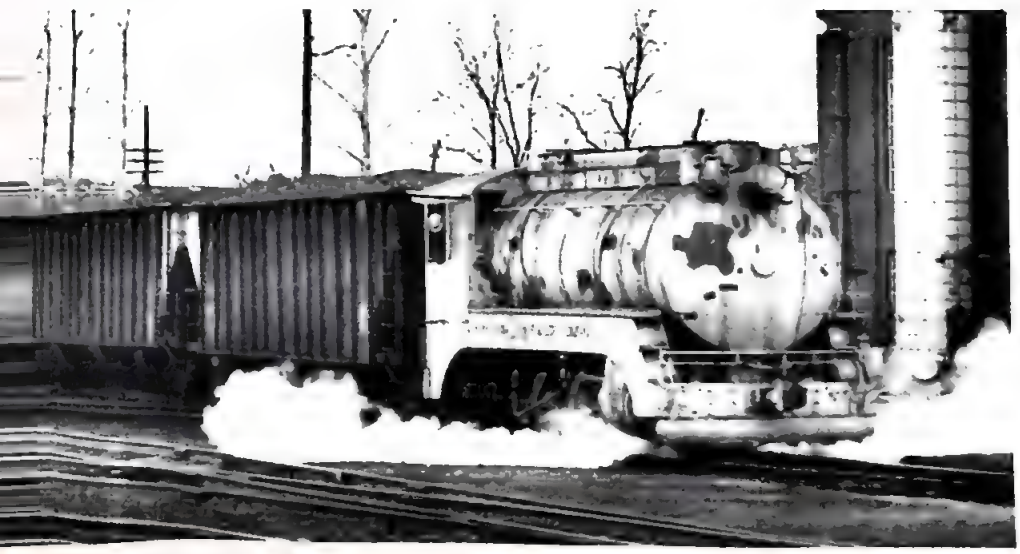
HAL LEWIS

DAYLIGHT **4-8-4 4449 was back in action in 1988 with a Portland to Medford "Adopt-A-Branch" special on December 14-18. On the return move, the 4449 is shown at Hugo, Ore., passing one of SP Siskiyou line's famous semaphores.**

SANTA FE

SOUTHERN PACIFIC merger now out of the picture, Santa Fe is enhancing its own plant. On November 23, 1988, a B36-7 broke a banner celebrating an expansion of Chicago's Corwith Yard.

CHRIS D'AMATO



FIRELESS COOKERS have been in daily service at PP&L's Shamokin Dam, Pa., power plant since June. No.2 was working (left) in December 1988.

Exeter Railroad and Stanton power plant being closed in the wake of flood damage from Hurricane Agnes. During subsequent winters, the 0-6-0s were often put into service when an additional switcher was needed to run cars to the coal thawing sheds in the Shamokin Dam plant. This situation makes it quite possible that at least one of the fireless cookers will remain active when the SW9 is delivered in December 1988, especially since new unit trains of bituminous coal are expected soon to begin rolling in on a weekly basis.

PP&L's fireless cookers are steam locomotives with no firebox; they charge their boilers, which are already three-fourths filled with water, with steam from the power plant through a trackside pipe. After each refill of steam, the locomotives are good for two to three hours of switching. While they're generally less labor-intensive than normal self-fired steam locomotives, the fireless cookers require more than the average diesel mechanic to keep them going. Their 40 years of service couldn't have been realized were it not for the PP&L crews, who fabricated many of the replacement parts for the 0-6-0s themselves—CHRIS D'AMATO.

MORE POWER BY THE HOUR Burlington Northern will be expanding its leased locomotive fleet with 100 more SD60s, with the first 50 to be delivered during the fourth quarter of 1989 and 50 more in 1990. The new units will be based out of Alliance, Nebraska, where BN shop forces will maintain them under EMD supervision. Although the new SD60s will be leased to BN on a killowatts-per-hour basis like the Oakway and LMX units, the final arrangement has not yet been settled, and no decision has been made on how the units will be painted or lettered.

***PANAMA* SCHEME F-UNITS?** The Wisconsin & Calumet Railroad of Janesville, Wisconsin, has just added considerable traffic potential to its line with the acquisition of 49 miles of former-Milwaukee Road trackage from Janesville to the end of Metra commuter service at Fox Lake, Ill. Additionally, the W&C has acquired trackage rights another approximately 70 miles from Fox Lake into the Belt Railway of Chicago's Clearing Yard south of Midway Airport.

Power for this new service will be Glenn Monhart's famed F7 901, originally D&RGW 5644, adorned in ACL purple with Charleston & Western Carolina lettering (September '84 R&R, page 2), and Milwaukee Road F7 117C, recently stored unserviceable at Janesville. Both units, along with a future F7 B-unit, will be painted in the Illinois Central's handsome orange and chocolate passenger scheme with Wisconsin & Calumet lettering. These will be the first F-units to wear this famous scheme, applied by the ICRR only to E-units. Both Fs have been undergoing overhaul and upgrading in the Janesville roundhouse and should enter service in early 1989. The 901 will retain its present number, but the 117C will become the 106. Why 106? Monhart confesses, "because I had an extra set of number boards made up for the 901, and if you turn 'em upside down . . .".

TIOGA CENTRAL Two to six inches of fresh snow added sparkle to an otherwise cold and gloomy Saturday when New York's Tioga Central Railroad held its very first Railfans Day on October 22, 1988. In spite of the poor weather, Tioga Central kept to its plan of running a variety of round trips north out of Owego, beginning the day with a breakfast train led by former-Washington Terminal RS1 62 in a handsome Lehigh Valley Cornell red livery (page 66). Next, the 62 powered a mixed train made up of three freight cars and a coach, meeting the regular passenger train, led by S2 14, at Newark Valley. Toward the end of the day, both trains met again at Flemingville to be coupled together for the return trip to Owego, and fans braved the rain and cold to take some final night photos of the 62 in front of the Flemingville station. Response to Tioga Central's first Railfans Day was such that the railroad is considering doing it again, perhaps as early as July 1989.

UP'S OPERATION REDBLOCK Much like CSX Transportation's anti-drug campaign of the same name (July '88 R&R, page 66), Union Pacific's newly-formed Operation Redblock program is a joint effort sponsored by the Brotherhood of Locomotive Engineers and the United Transportation Union to help railroad employees deal with the problems of drug and alcohol abuse. Not only are drug and alcohol users being offered rehabilitation through Operation Redblock, but non-offenders can learn how to help any fellow workers who attempt to carry on their job under the influence of intoxicants. To help make Operation Redblock more visible, UP's North Little Rock paint shop has applied a reflective Scotchcal decal of the Operation Redblock logo to three SD40-2s. The 4238 was released on November 21, 1988, wearing its Operation Redblock decal on the long hood, followed by SD40-2s 3798 on November 29 and 3626 on December 1. The decal features blue letters, red stiping and a "red block" signal aspect in the three vertically-aligned "O"s. At present, all three units remain in the system motive power pool.

AMTRAK'S *TEXAS EAGLE* The new Dallas-Houston extension of Amtrak's tri-weekly *Eagle* we announced in January RAILNEWS was launched with an inaugural southbound train on November 14, 1988, which made ceremonial stops at the on-line stations of Corsicana and College Station. Renamed the *Texas Eagle*, Amtrak trains 21 and 22 will continue operating from Chicago to San Antonio, Texas, via Dallas (using the CM&W/GM&O to St. Louis and UP/MP into Texas), with new trains 521 and 522 splitting off at Dallas to extend *Texas Eagle* coach and sleeping car service south to Houston. Since both of the new trains make their runs during daylight, with the 521 departing Dallas at 3:05 p.m. Monday, Wednesday and Saturday, and the 522 departing Houston at 8:30 a.m. Tuesday, Friday and Sunday, railfans can now ride and photograph F40s and Superliners on 256 miles of previously freight-only Southern Pacific trackage in Texas.

LINCOLN'S RETURN On November 19, 1988, Railroad Museum of Pennsylvania's PRR 4-4-2 7002 (operated by the Strasburg Rail Road) powered a special train over CSX's former-Western Maryland "Dutch Line" from Hanover to Gettysburg, Pa., to celebrate the 125th anniversary of President Lincoln's Gettysburg Address. Bringing up the rear of the six-car train was recently-reconstructed Strasburg parlor car *Marion*. At 10:30 a.m., the special arrived at the WM Gettysburg depot, as did Lincoln's train in 1863. Actor James Getty, portraying Abe Lincoln, joined an enormous parade of Civil War troops in a march to the National Cemetery at Gettysburg National Military Park, where the Gettysburg Address was read once again.

THE WESTERN RAILWAY MUSEUM Railroad museums in parts of California don't have to hibernate in the winter, and an interesting ride is offered during this "off season" by the Bay Area Electric Railroad Association's Western Railway Museum at Rio Vista Junction, California. In addition to 1½ miles of its own trackage under wire, WRM operates an eight-mile segment of the former Sacramento Northern Oakland-Sacramento main line (now an unused UP branch). The museum is scheduling runs over this line on selected weekends this winter with ex-Visalia Electric GE 44-tonner 502 (donated by VE parent SP) pulling a consist of Harriman coaches, the Pullman *Circumnavigator's Club* and Western Pacific solarium lounge 653. Trains will operate February 18-19 and 25-26 and March 11-12, 18-19 and 25-26, with departures at 1:00 p.m.. The fares are $10.00 for adults, $8.00 for ages 11-17 and 65 or older, and $6.00 for children 3-10. That fare also includes regular museum admission and trolley rides—EDWARD C. MACKINSON.

NASHVILLE & EASTERN December 2-4, 1988, saw the first three revenue runs of the *Broadway Dinner Train* on Tennessee's Nashville & Eastern Railroad (page 66). The Nashville-based Southern Junction Company owns the passenger consist of Santa Fe dome car, two Santa Fe diners, an SAL coach converted into a diner and a Rock Island RPO converted into a power car, but leases its locomotives in the form of two N&E CF7s. Soon to join the train will be a round-end observation car and a second coach. A per-trip track fee allows Southern Junction to run its *Broadway Dinner Train* on 17 miles of the N&E's former Tennessee Central track between Riverfront Park in Nashville and Rayon City (commonly referred to as Old Hickory).

This winter, the train is boarding passengers at Riverfront Park Fridays and Saturdays at 6:00 p.m. and Sundays at 1:00 p.m., with departure 30 minutes later. By April, the service is expected to expand to seven days a week. The $39.50 per person pre-paid fare in-

JOHN W. SMITH

LINCOLN'S RETURN to Gettysburg on November 19, 1988, featured Strasburg's PRR 4-4-2 7002 and a six-car train (above), which arrived at Gettysburg's Western Maryland station for a repeat of Abe's 1863 address.

AMTRAK'S *TEXAS EAGLE* received an enthusiastic welcome at Corsicana, Texas (right), on November 14, 1988, when the new Dallas-Houston extension make its inaugural southbound run on SP trackage.

THE WESTERN RAILWAY MUSEUM is operating selected weekends throughout the winter with former-Visalia Electric 44-tonner 502, shown (below) on the ex-SN main line at Dozier, Cal., on October 23, 1988.

GEORGE R. COCKLE

UP'S OPERATION REDBLOCK anti-drug/alcohol program gained billboard attention with the November 21 release of SD40-2 4238 (above) from the North Little Rock paint shop. Two other SD40-2s followed suit.

JERRY ANGIER

HUGH B. HARVEY

cludes a four course meal and non-alcoholic beverages; beer and other drinks are extra. The meals are prepared by Arthur's (a Mobil Four Star restaurant in Green Hills), and the service is priced to be competitive with the riverboat dinner cruises available in Nashville.

Now headquartered at Lebanon, Tennessee, the Nashville & Eastern purchased approximately 130 miles of ex-Tennessee Central track between Nashville and Monterey, including the Old Hickory branch, from CSX Transportation in 1986, and handles freight and unit gravel trains using a fleet of ex-Santa Fe CF7s.

NRHS '89 CONVENTION Call in those reservations now, and arrange for time off from work, 'cause the NRHS 1989 National Convention is on the calendar. The Asheville Chapter will host the affair in their hometown of Asheville, North Carolina, on July 18-23, with five days of rail trips on Norfolk Southern through western North Carolina and eastern Tennessee. The star attractions will be N&W 2-6-6-2 1218 and 4-8-4 611 and the Asheville-Old Fort line as well as the legendary Saluda Hill.

EAST BROAD TOP On November 18, 1988, President Reagan signed into law the Heinz-Murtha bill, the American Industrial Heritage Project. This will establish "the means by which the cultural heritage of the ten-county region in western Pennsylvania associated with the three basic industries of iron/steel, coal and transportation may be recognized, promoted, interpreted and made available for the benefit of the public." What it means is that federal support is on the way to help preserve and develop such rail-related sites as the East Broad Top Railroad, Horseshoe Curve, Juniata Locomotive Works and the Allegheny Portage Railway, among others. It was sponsored by Pennsylvania's Republican Senator John Heinz and Representative John Murtha. The most immediate benefit will be a study of the needs of the entire 33 miles of the narrow gauge East Broad Top. It was intensive work by the Friends of the East Broad Top and a national campaign of "letters to your congressman" that got the bill passed, as the coast-to-coast support voiced in favor of the bill gave it a scope far more broadly based than just one corner of Pennsylvania. The American Industrial Heritage Project is now developing its agenda under Director Randy Cooley in Cresson, Pennsylvania—PHILIP J. PADGETT.

THE DELTA DINER The Columbus & Greenville Railroad performed weekend test runs of its planned dinner train service on December 2-3 and 10-11 between Cleveland and Leland, Mississippi. GP7 614 powered the trains, which consisted of C&G coach No.3, the *John H. Hough, Jr.*; C&G business car No.1, the *King Cotton*; NRHS Huntington Chapter lounge *Eagle Canön* and diner *New River Gorge*, and Heart of Dixie NRHS Chapter's ex-Frisco coach. At press time, C&G had scheduled several Columbus-to-West Point dinner trains for January 1989, serving onion soup and shrimp salad for appetizers, and a choice of prime rib, red snapper or roast quail. Total for meal and train fare is $55.00 per person. Gentlemen must wear coat and tie—DAVID HURT.

Alberta Bound

"The Great Canadian Steam Railway Excursion"
from Vancouver, B.C., to Jasper, Alta., and return in October 1988.

by Hal Lewis

How do you move an operating steam locomotive 530 miles? By running a complete train 1245 miles and using a total of three steam locomotives to do it! Ex-Canadian National "Bullet-Nosed Betty" 4-8-2 6060, now owned by the Province of Alberta, was due to go home to Jasper after two years of restoration work in North Vancouver. The obvious and easy options were to cut the engine into a freight train rods down or run it live behind a diesel. But the obvious answers were discarded, and a five day all-steam circle tour resulted.

A Mountain and a Royal Hudson

The 6060 had been extensively overhauled in Jasper in 1986 by CN veteran engineer Harry Home and his Rocky Mountain Rail Society crew for a run to SteamEXPO (September '86 R&R) in Vancouver. At the conclusion of SteamEXPO, the 6060 restoration was completed at Bob Swanson's Railway Appliance Research Ltd. shop in North Vancouver. The two-year period had been a difficult one for Harry Home because the rebuilding effort had gone over budget and the Province of Alberta was suffering financially from the collapse of the oil market. However, after delicate negotiations with government officials, along with some key support from sympathetic people in the province, the completion of 6060's restoration was funded. Work was finished in the spring of 1988, and in May the 6060 was used on a very successful weekend doubleheader on the BC Rail Royal Hudson train from North Vancouver to Squamish (August '88 R&R).

The 6060 had to be returned to Jasper, Alberta, to prepare for possible operation in 1989. With the Canadian National's attitude toward steam operations becoming more responsive to the public relations potential and the Royal Hudson Steam Train Society General Manager Ron Treend being interested in a major steam passenger operation at the end of his 1988 tourist season, there was a strong desire to send 6060 home in style.

A two-day, one-way trip to Jasper would have been an easy solution and was actually considered. However, marketing studies showed that this would be hard to sell, and it didn't really excite the planners. Instead, an idea that had first been discussed in 1984 was proposed; it called for a five day circle tour with doubleheaded steam all the way. Home approached CN Western Region management with the proposal. With the trip approved, they quickly lined up help for the operation and marketing. The Province of Alberta helped with their tourism experience, and Frank Addison handled the tour and travel arrangements through his Addison Travel Marketing. In June, Jim Crowley, manager of the MacLaren Plansearch British Columbia/Alberta region, was named overall project coordinator and liaison with CN, BC Rail and VIA.

The key players were in place, and Harry Home's 26 year dream to bring a fully operational 6060 to Jasper was about to be fulfilled.

The October Spectacular

The "Great Canadian Steam Railway Excursion" was set for October 21-25, 1988, featuring three steam locomotives: Alberta's CNR 4-8-2 6060 and British Columbia's ex-CPR Royal Hud-

PHOTOGRAPHY HAL LEWIS, EXCEPT AS NOTED

HEADED FOR JASPER, delays and bad weather severely limited photography. On October 21, the 2860 was heading the train (bottom left) over the Anderson River trestle at Boston Bar. Day Two found 6060 leading eastward on CNR at Barrier, B.C.

son 2860 and 2-8-0 3716. The 6060 and 2839 would doublehead east from Vancouver on CN to Jasper over two days and then head back west on CN to Prince George. There the 2-8-0 would take over to doublehead with the 2860 on a two-day run down BC Rail back to Vancouver. It was to be all daylight running, and there would be photo runbys on each segment.

Daylight-only running required selection of overnight stopping points that had sufficient hotel/motel space for over 500 people. Storage tracks for the engines and train were required, as were watering and servicing facilities. The passengers had to be fed within a short time span, and they had to be dispersed to several different motels by bus. Luggage had to be handled, and the transportation process had to be reversed the following morning. The layovers were planned for Kamloops, Jasper, Prince George and Exeter (100 Mile House).

The 6060 and 2860 were given a train of 13 coaches, two baggage cars and a steam generator car; along with the auxiliary tenders this came to 1200 tons and a length of 1545 feet. The combination of 3716 and 2860 was limited to ten coaches, the baggage car and auxiliary tenders for 985 tons. This was close to the calculated limit for the two ex-CPR engines on the 2.2% ascending grades out of D'Arcy and Pemberton. With rooms for only 300 available at Exeter and the train being reduced in size south of Prince George, the trip was marketed with the intention that about 200 passengers would have to end their steam journey at Prince George and ride to Vancouver on the BC Rail RDC train No.2 or return home by air or other transportation (as it turned out, about 125 passengers rode the Budds).

The trip sold out quickly. The Prince George to Vancouver leg was completely booked in August.

While the 6060 and 2860 each needed minor work to be ready for the trip, it was the 3716 that would come along with a completely new look. The most noticeable change was the addition of an Elesco feedwater heater bundle ahead of the stack; this would improve the locomotive's efficiency and cut down on fuel usage. Additionally, a bigger tender off a 2-8-2 was put on the 3716 (many CPR 2-8-0s ran with such tenders in regular service). A less visible change was the application of a modern 26L air brake system. The new feedwater heater and tender seemed to improve the lines of the Consolidation by giving it a more rugged look.

Vancouver to Kamloops

Day One: 257 miles

The weather on Friday, October 21, started out bad, even for Vancouver. There was a heavy overcast with thick fog. Perhaps the gloomy day was a bad omen. The Vancouver CN/VIA station was a madhouse for the 8:00 a.m. departure. The combination of rush hour traffic, the 500 passengers and people coming to see the train created U.S.-style gridlock. Train departure was a few minutes late because caterers' trucks were delayed by the traffic.

At about 8:30 the highball was given "BCR Extra East 2860." The doubleheader eased out of the station to bring steam-powered passenger service back to the CN for the first time in over 30 years. The short 1.1% grade at Grandview cut, the steepest to be encountered on the CN, presented no problem as the engines announced their presence to the commuters on Grandview Boulevard.

At Chilliwack, 60 miles out, the CN had asked that the train maintain track speed because a hotshot freight was right behind. However, warnings from switch run Extra 4705 about the large number of people at trackside led to a decision to slow to under 30 while both engines whistled continually through town, to the delight of onlookers. Just past the last Chilliwack crossing, Murphy's Law struck. A steam line fell from one of the BCR coaches and derailed its forward truck. Harry Home estimated their speed at 30 m.p.h. when it happened. The special went about a quarter mile before someone pulled the air. Fortunately, the car remained upright, and no one was hurt.

Chicagoan Steve Brown, who was riding the vestibule of a following car, said he couldn't understand why gravel and dirt started hitting him in the face. A Vancouver newspaper reporter on the car wrote that the passengers were frightened but no one panicked. He credited an alert car attendant with avoiding injuries by immediately telling everyone to stay down.

Attempts were made to rerail on the spot with a pair of butterfly rerailers brought with the 2860. CN Pacific Region Superintendent Bob Hopewell, aboard the train, supervised the operation. His calm approach to the situation

was impressive. He let the crew handle the rerailing attempts, providing suggestions only when things bogged down. At the same time, he ordered CN's mobile "cherry picker" crane to the scene in case the rerailing efforts failed. As the crew attempted to get the coach back on the tracks a cold rain started, making things even more miserable. The coach *D'Arcy* (ex-CPR 2267) was lost for the balance of the trip.

It took 3½ hours to get the car rerailed with the cherry picker, cut it out of the train and start east again. The two engines accelerated smartly, and within a few miles the train topped 70 m.p.h., holding that speed for some time.

The first water stop was at Hope, the entrance to the Fraser Canyon. By the time the heavy construction pumpers had filled the tenders, the train was over four hours late. The deepest part of the Fraser Canyon was traversed while it was still light, giving the passengers a view of the river rapids and the impressive scenery up to Boston Bar. Over 100 people lined the Trans-Canada Highway at the overlook to the Anderson River trestle below Boston Bar. The RCMP patrolman following the motorcaders did not interfere.

More water was taken at Boston Bar, and the remainder of the trip up the Fraser and Thompson Canyons was made in the dark, though a full moon lit the canyon enough to give the passengers an eerie view of the scenery. Most of the riders relaxed and enjoyed the steamers working up the canyon while the hardiest enjoyed the view from the vestibules. The special arrived at Kamloops at 10:30 with 500 tired, but still enthusiastic passengers.

Kamloops to Jasper
Day Two: 272 miles

Saturday started clear and cool at the Columbia Street motels high above Kamloops. However, fog covered the entire city below and the CN yards at North Kamloops where the 6060 and 2860 were steaming softly, far from their train.

Fans and CN people were staring dazedly at a sickening sight. The light 80 lb. rail had rolled over under the front drivers and pilot truck of 2860 and under the auxiliary tender of 6060. The equipment had to be jacked up and the rails repaired in order to put the engines back on the train. The CN crews worked rapidly and had the engines rerailed and out of North Kamloops by noon. The ability of the CN people to assess the situation and correct it quickly was impressive.

Now the train was running as Extra 6060 East, with the bullet-nosed Mountain in the lead. The run up the North Thompson Valley to the first water stop at Clearwater was uneventful. Clearwater is a small town of a few hundred people, but signs placed on Highway 5 advertising the steam engines filled the town with seven to eight hundred.

The run from Clearwater to Blue River, the next water stop, was at track speed with no problems. Departure from Blue River was after dark, and there was no moon to light the countryside. North of Blue River, two stops were made to cool and repack hot bearings on the 2860. The Royal Hudson was run the rest of the way to Jasper with a light throttle to minimize bearing loads, and the 6060 had to handle the full train. And do it she did! On the climb over Albreda Hill the exhaust from Harry Home's charge could be heard echoing from the nearby mountains for a full five minutes before the strange-looking headlight/ditchlight combination came into view. The sound of 6060 hauling the 1400 ton load upgrade was something to hear (as the author was lineside with his L&H Railsonics recording equipment, you may get the chance—J.B.). Arrival at Jasper was 1:00 a.m. Now the passengers were really tired.

Jasper to Prince George
Day Three: 254 miles

Sunday, October 23, started bright and sunny. The new snow on the mountain peaks would make a fine background for the doubleheader on a daylight run westbound over Yellowhead Pass. The 2860 was being fueled, but 6060 was inside its new home, the Jas-

AT CHILLIWACK, the first coach derailed when a steam line snagged a road crossing. That night at Kamloops, the light rail of the storage siding turned over (below) beneath the Royal Hudson.

ROBERT GILES ALLY

STEVE BROWN

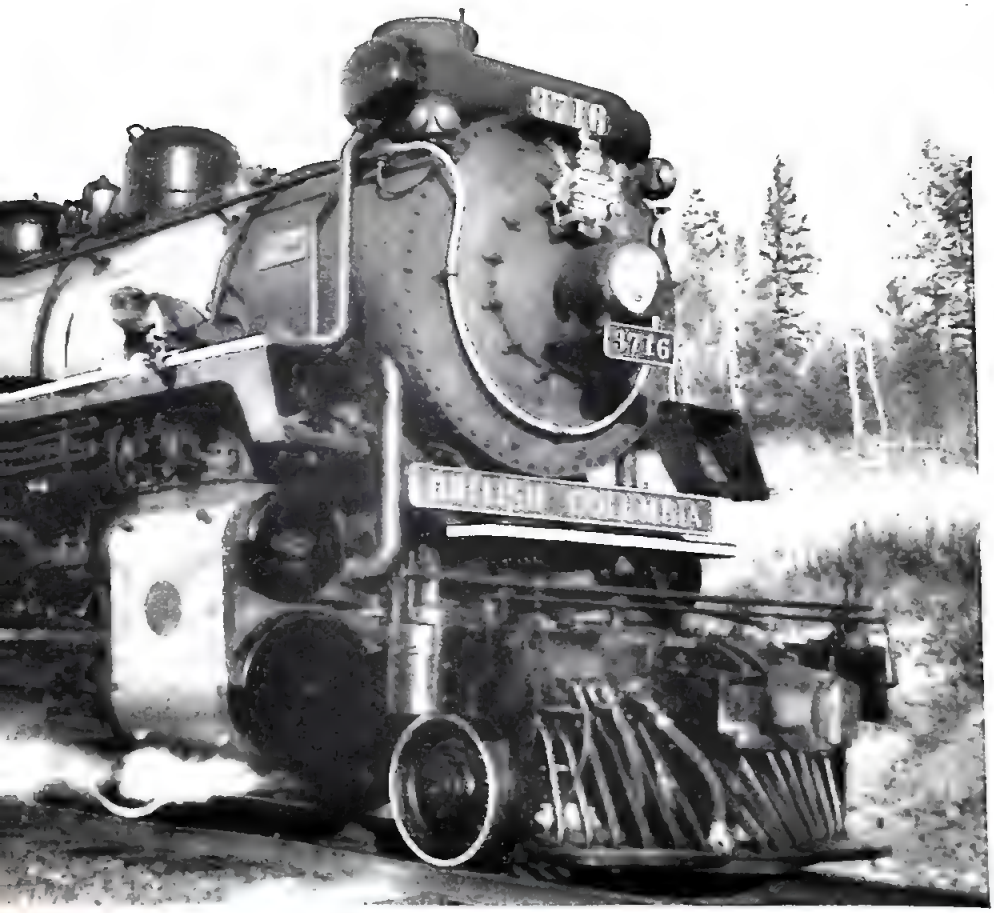
DAY THREE found the 2860 heading to Prince George without 6060; it paused at Redpass to repack a bearing. The next day, a crew member had to hand-crank the 3716's lubricator (below) out of Marguerite.

per roundhouse. Misfortune had struck again; the right side crosshead wrist pin bearing had become badly worn, either from lack of lubrication or use of the wrong lubricant. A bitterly disappointed Harry Home had to face the fact that his pride and joy, which had performed so beautifully for over 500 miles, would not make the trip to Prince George. Harry gritted his teeth, however, and backed 6060 out of the roundhouse to pose on the train with the Royal Hudson. In the meantime, Jim Crowley was busy convincing CN officials that 2860 could pull the entire train (1115 tons) to Prince George alone.

The 2860 barked confidently out of Jasper at noon. The trip over Yellowhead would be child's play since the H-1 was one of five built for mountain running on the Canadian Pacific from Revelstoke to Vancouver. In 1958, I saw an example of the ability of a Royal Hudson to dig. The 2850, the original Royal Engine, had stopped west of Moose Jaw for a meet on what appeared to be a level passing track. A hundred loads of wheat in boxcars with friction bearings were tied to her tender. The patient engineer would take slack only to have 2850 stall when it stretched out. The process was repeated for five minutes before he got the big Hudson started, but start he did. Fifteen miles down the track, the 2850 had the train rolling at 35 m.p.h.

Today's Royal Hudson had no problem with the climb up to Yellowhead Pass. But 2860 couldn't escape her bearing problems. Near the top of the pass, the rear axle on the engineer's side started running hot. A stop was made to confirm the problem. The decision was made to pull to the end of the passing track at Lucerne to fix it. The 2860 started her train without slipping. But another embarrassing delay had the train stopped for an hour in plain sight of traffic on Highway 16. Once repacked, however, the 2860 performed without incident for the balance of journey back to Vancouver.

At Peterson, where the Tete Jaune Sub goes west to Prince George, the weather started turning bad again. The passengers could still see magnificent Mount Robson, the highest point in the Canadian Rockies (13,000 feet), as 2860 slowly led its train downgrade around the many curves on the line. The echo from 2860's whistle as it blew for Mt. Robson Station seemed to be never-ending as it bounced from mountain to mountain. John Kuhn, CN conductor, orchestrated a spectacular photo runby at Dunster prior to arrival at McBride, where there was a water stop. They didn't get into Prince George until 2:00 a.m.



Prince George to Exeter

Day Four: 203 miles

The scheduled 7:00 a.m. departure was moved back to 8:30 because of the late arrival. Consolidation 3716 was on the point, and the train was reduced to ten cars. The southbound run on BC Rail to Quesnel, the first water stop, was uneventful. Highway 97 was generally close to the railroad, allowing easy motorcading. It was interesting to see that a number of cars that had started the motorcade at Vancouver were still with us.

At Marguerite, 36 miles south of Quesnel, the actuator arm from the lubricator to the combination lever broke on the right side of the 3716. Repair attempts were futile, so the ingenuity and unwillingness to quit were displayed again. A member of the maintenance crew rode the pilot, hanging onto the steps and reaching out over the top of the cylinder to actuate the lubricator by hand for the remaining 36 miles to Williams Lake. A photo runby was performed at spectacular Cottonwood trestle, the longest on the system, despite the problem with 3716. Can't you imagine fans showing their slides at club meetings being asked why that guy was riding the front of the engine?

Exeter to North Vancouver
Day Five: 259 miles

Departure from Exeter was at 7:20 a.m., almost on time. A morning runby was held at Lone Butte, location of the last standing water tower on BC Rail and close to the highest point on the line. Highway 97 turns east at Clinton, but a secondary road follows the railroad to Pavilion, 24 miles away. This road was paved to Kelly Lake, and some truly fine photo spots were available to motorcaders (see page 66). Then the fun began. The road leaves the railroad at Kelly Lake and climbs over a 7000-foot mountain through a series of tight switchbacks where the thick pine forest makes every curve a blind one. And the dirt surface had been made slick by rain the day before. Just past the top, some 20 vehicles had pulled into the overlook to Moran Siding, about 2000 feet directly below. This was a fantastic view, with mountain peaks and the Fraser River canyon in the background. The train passed below us, easing slowly down a 2.2% grade. On the road, it was a slippery and treacherous trip down the west slope of the mountain to Pavilion.

The train stopped at Pavilion to cool its wheels. Unfortunately, an elderly motorcader from Alberta had a heart attack there, and another motorcader had to give him mouth-to-mouth resuscitation until an ambulance arrived. The incident was a strong object lesson to flat-landers about the effects of excitement and altitude.

DAVE WILKIE

STEVE BROWN

From Pavilion to Lillooet, the doubleheader continued slowly down the 2.2% grade in bright sunlight. Lillooet was a water stop for the train and gas stop for the motorcaders. The maps plainly showed a dirt road for the 60 miles to Pemberton. The smirk on the face of the attendant at the Esso station when he described the drive as "about 2½ hours and not too bad, as long as the weather holds," caused a few of the motorcaders to mumble about taking the paved roads to Vancouver to get an early start for their flights home. The hardiest took the dirt road to Pemberton and beat the train to D'Arcy, the bottom of Birken Hill, the first of two 2.2% ascending grades facing the train. Near Gates, halfway up the grade, 3716 and 2860 were working hard. The Hudson was quarter-slipping, but the sure-footed 3716 had no problem. Mike Salecki, the BC Rail road foreman of engines who was masterminding the move from the "control center" in the baggage car, called the Squamish Division dispatcher to say that they were having problems and might not make it without help. Just below Birken, at the top of the hill, 2860's engineer found the throttle and valve setting that avoided the slipping, and the two steamers fought past a waiting three-unit helper set, loudly and proudly.

Birken Hill is a twelve-mile climb with a short downgrade break in the middle. The grade to Alta Lake, which starts right at Pemberton, is 20 miles long, however, with no breaks. The dispatcher asked if they wanted help from the Pemberton pusher, since the rails would be wet from a steady drizzle falling in the pass. Road Foreman Salecki turned down the helper saying that they wanted to try it alone for the folks on-board. The toughest part of the grade would be the four miles from Tisdale to Green River, four miles of 2.2% with lots of sharp curves. But the two

neers had the feel of their charges and they walked the train slowly but steadily up the hill with sharp, out-of-cadence exhausts and melodious whistles echoing off the mountains as they twisted and turned through the darkness.

The rest of the trip to North Vancouver was uneventful, with arrival shortly after 11:00 p.m. Treend and Crowley walked through the train talking to the passengers to get their feelings about the trip. They were pleased to hear that virtually every one of the passengers was supportive and had enjoyed themselves, despite the long days. Most important, they said they would do it again if they had the chance. One passenger described it as the worst vacation she'd ever been on but the most fun she'd ever had in her life.

More to come?

What about the future? With the British Columbia equipment, Ron Treend is already planning for a mid-September 1989 all-steam trip to Dawson Creek. He is considering the use of motorcader busses for fans to cut down on the number of runbys and still provide numerous photo opportunities without inconveniencing the non-photographer passengers (during the 1987 trip, the busses hired for transportation within Jasper followed the train to Prince George, providing such a service and making it possible to get some passengers ahead to airline connections after the train was delayed at Yellowhead).

The Royal Hudson Society has commissioned Bob Swanson to find a "mountain engine" that can operate on the BCR alone or with the 3716 (Swanson and BC Rail have some thoughts regarding use of the Hudson on heavy grades—a mountain engine she is not). Among the possibilities for such a new engine are twice-weekly scheduled runs up the 2.2% grade from Squamish to Whistler, a beautiful, well-developed resort area near Alta Lake. Swanson is looking at several engines, but his preference is for a heavy 2-8-2.

Meanwhile, over in Jasper, the Rocky Mountain Rail Society is undertaking feasibility studies for future 6060 operations. There are a number of possibilities, including circle tours over the Albreda Sub to the wye at Red Pass Junction. Another possibility is occasional operation on VIA's "Rockies by Daylight." Much of the engine's future depends on the reaction of CN management to the 6060/2860 run to Jasper. The strong desire on the part of the two provinces to use steam locomotive operations to boost tourism is a plus.

Monday morning quarterbacking

In considering the five day trip it would be easy to concentrate on the problems that occurred. It is more constructive to look at the fact that these folks dared to try the trip and that all the participants reacted immediately and effectively to correct the problems as they occurred and press on. Lesser people would have quit at Kamloops.

During the special's travels on CN, its moves had been handled by Superintendent of Unit Train & Special Moves R.J. Richard at Edmonton. Throughout the problems of the first three days. he kept things under control.

The 6060 is a first class machine that performed well on the trip. It is ideally suited to operations in the region or anywhere in Alberta. The BCR engines had their problems over the summer of 1988, but a lot had to do with the inability to find bearing lubricants that met the original performance specifications. Bob Swanson is now able to get the proper lubricants made in the U.S., so that is no longer a problem. Most important, the region has an experienced team of people who believe in steam operations. Combine this with absolutely fantastic scenery that can be seen right from the train windows as a selling point, and you know that the consortium will be heard from again.

SUNNY WEATHER greeted the train out of Prince George on BC Rail. Running as Second Number 2, the special crossed Ahbau Creek Viaduct (**left**) on Day Four. That night, the train tied up at Exeter (**bottom left**), also known as 100 Mile House. The good weather continued on the final day as the train headed south out of Exeter (**below**); note 3716's new Elesco and big Mikado tender.

Strangers in La Grange

by Jim Boyd

PHOTOGRAPHY: ELECTRO-MOTIVE DIVISION OF GENERAL MOTORS

The photo files of the Electro-Motive Division of General Motors contain images of locomotives that were created in Schenectady, Eddystone, Erie and Beloit.

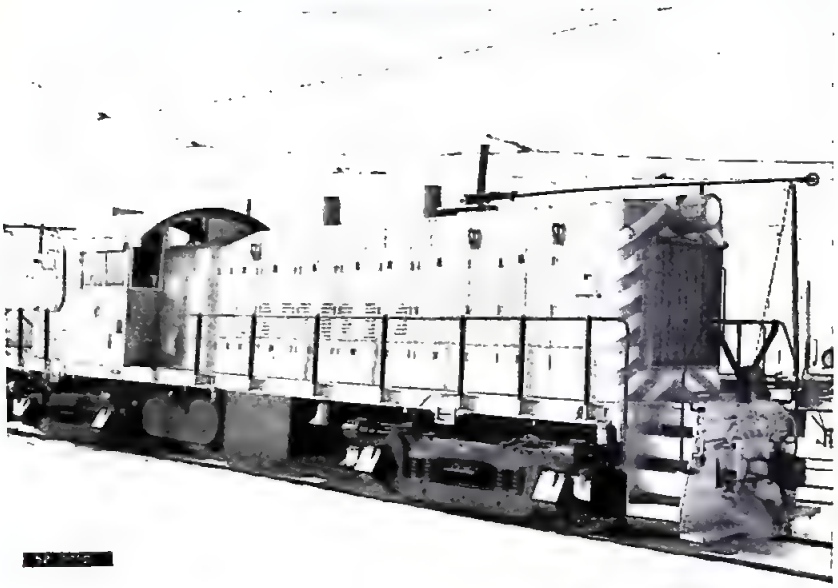
It all started a while ago with a phone call. I was talking to Glenn Monhart, a technical engineer in the service department of Electro-Motive Division of General Motors in La Grange, Illionis (Glenn is the owner of the ACL purple E3 currently at Janesville, Wisconsin).

"I was looking through the builders photo files with Joe Krajniak of the photo department," Glenn related, "and noticed quite a number of non-EMD locomotives that have had their portraits taken out in the back lot. They were all rebuilds, of course: Alcos, Baldwins and FMs that had been through the plant to get EMD 567 engines. Sounds like that might make an interesting photo article."

I agreed, and after clearing the idea with EMD's public relations department, Glenn and Joe spent some lunch hours digging through the photo files again. The results of their efforts are shown here. Re-engining had become quite a fad in the 1950s and 1960s, as the proven reliability of the EMD engine was a tempting solution to the problems of maintenance and parts inventory on minority-builder units that had otherwise sound carbodies and reasonable useful life left in them. While many conversions were done in the railroads' home shops, a fascinating variety of rebuilds came right out of the factory. Join us, then, for a look at some outlanders that faced the EMD photographer.

FAIRBANKS MORSE units had plenty of room in their cavernous carbodies to replace their maintenance-intensive Opposed Piston engines with EMD 567s. Kansas City Southern added years of life to its freight-hauling Erie-Builts by having their 2000-h.p. O.P.s replaced with 1750-h.p. EMD 16-567Cs. La Grange re-engined five Erie cab units, like the 62A (top) in 1956, and three B-units. One of the KCS's two FM H15-44s was also repowered at La Grange. While sister unit 40 was scrapped, the 41 swapped its O.P. for a 1750-h.p. EMD 16-567C in April 1958. The 41, lettered for KCS subsidiary Louisiana & Arkansas, was later renumbered 45. With 1750 h.p. 16-567Cs and four motors each, the huge Erie cabs and lone H15-44 ended up as essentially the same units after repowering.

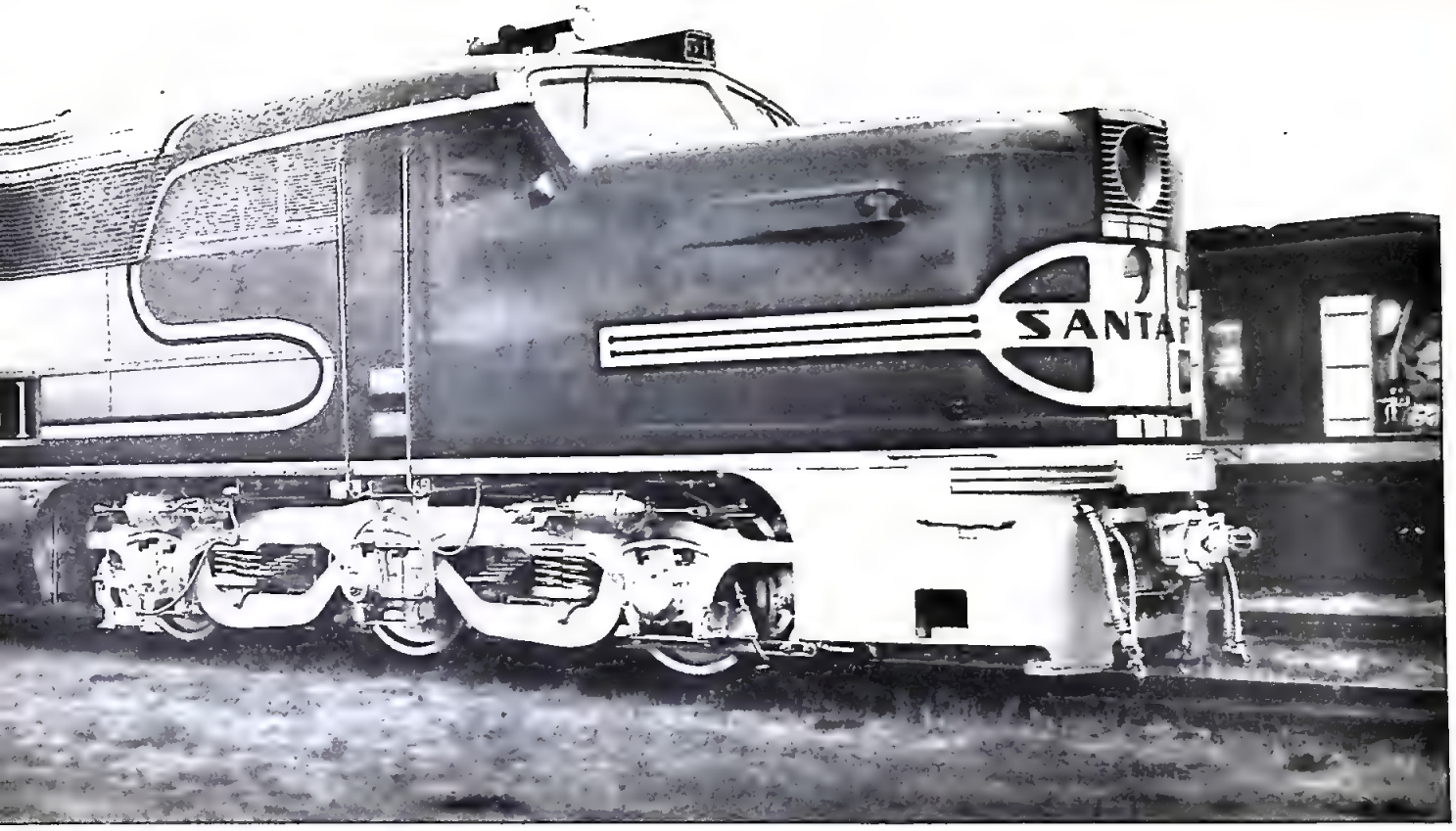
THOUGH REPOWERING at La Grange dated back to a 1934 CGW Westinghouse switcher in 1941, one of the first "modern" re-engining projects was Rock Island Alco DL109 621 which entered La Grange (above) in 1952 with two six-cylinder 1000-h.p. 539 engines and emerged in 1953 (below) carrying two 12-cylinder 1000-h.p. 567Bs. The newly acquired bulges on the roof are for the EMD cooling systems that were required. The 621 (dubbed "Christine" in honor of Christine Jorgensen's much-publicised sex-change operation) went on to become the last DL109 in service in the U.S., finally retired in 1968.

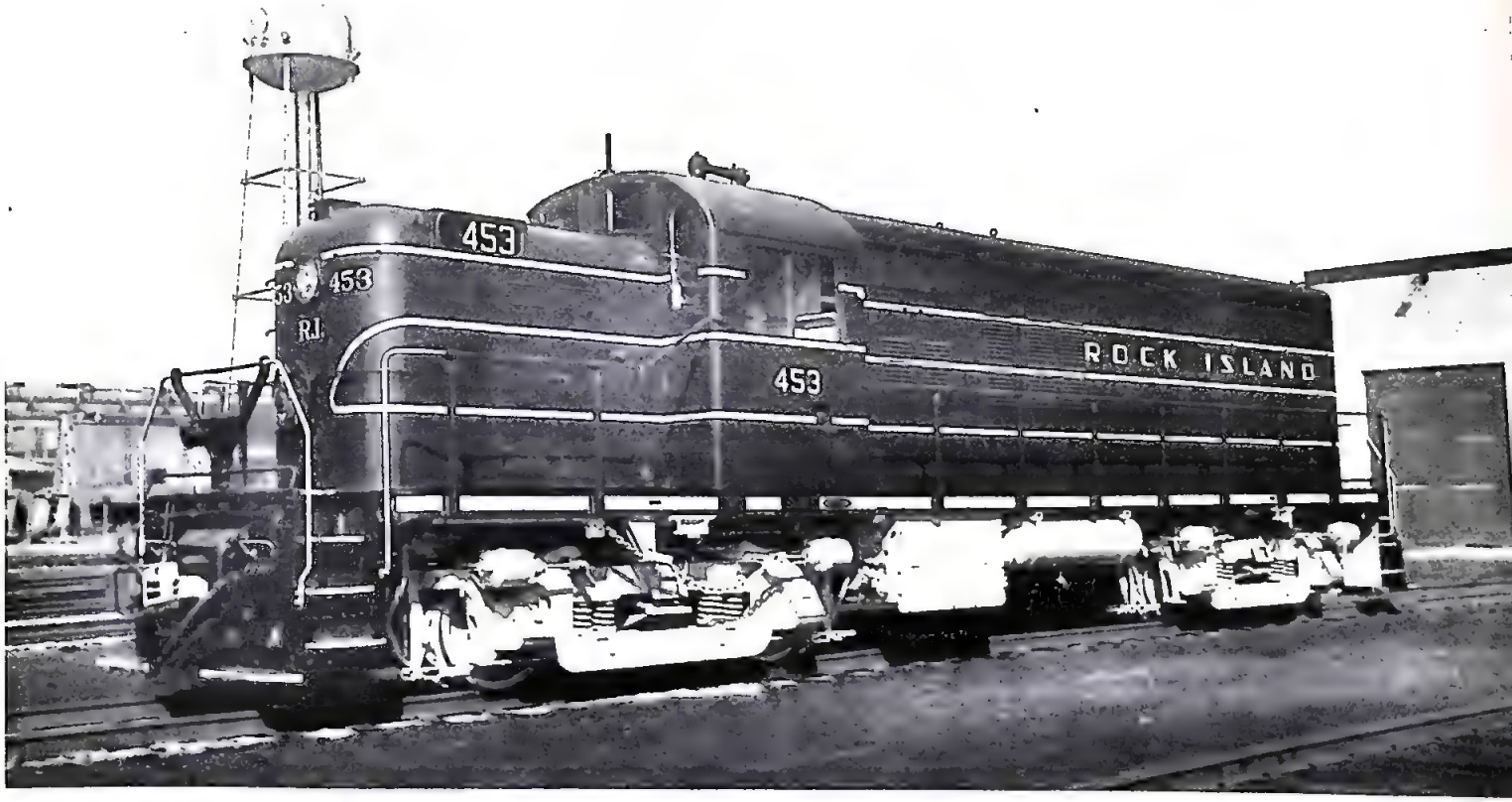


NOT ALL BUILDERS PHOTOS were taken at La Grange, as evidenced by this Bamburger Railroad unit obviously on the home road in 1952. Bamburger 570 was the first La Grange repowering after the 1941 CGW Westinghouse unit. It swapped its Alco six-cylinder 539 for a 12-cylinder 567B, also rated at 1000 h.p., and required an EMD switcher hood to cover the taller diesel. The trolley poles? They're to actuate signals on the Ogden-Salt Lake City interurban line. The 570 became UP 1270 when the Bamburger was sold.

PROBABLY THE PROUDEST MOMENT in EMD's repowering program came in 1954 when they were called upon to re-engine Santa Fe 51L/A/B, Alco's prototype PA1 set which had hit the rails in 1946 as the only real competitor to EMD's awesome E-units. The three-unit A-B-A set swapped its 2000-h.p. 16-cylinder 244s for EMD 16-567Cs rated at 1750 h.p. The 51L, Alco builders number 75000, is shown at La Grange in 1954. All received the EMD radiator humps.

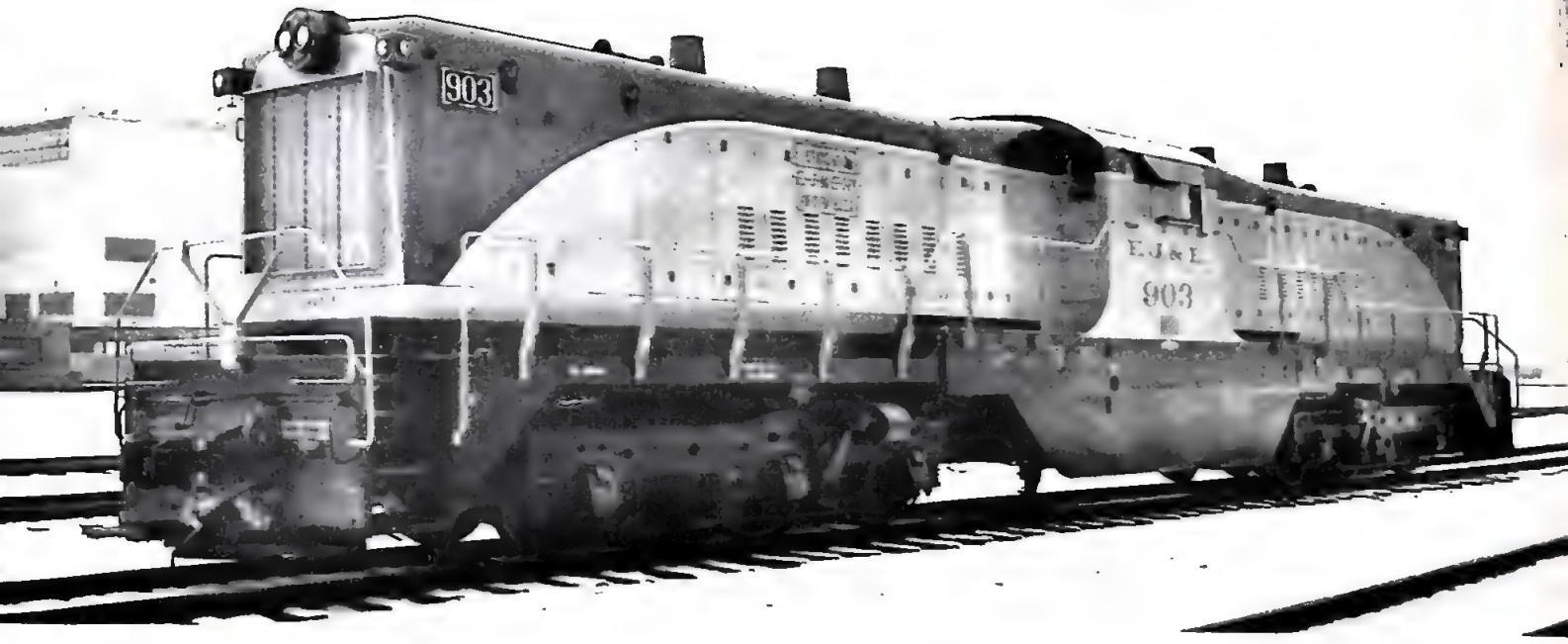
LA GRANGE HAD TWO WAYS to repower an Alco FA with an EMD engine. While Frisco and Rock Island units retained their Alco cooling systems and had only twin EMD stacks as external evidence of the change, the ten Missouri-Kansas-Texas units (nine FA1s and an FA2) got EMD cooling systems placed in the tell-tale hump on the roof. Katy FA1 86-C was at La Grange in 1959, where it lost its 12-cylinder 244 engine for a 16-cylinder EMD 567C, keeping its 1500-h.p. rating. The Katy was quite fond of repowering its minority units and had La Grange redo Alco RS3s and Baldwin switchers and AS16 road switchers (see page 59). Six of the RS3Ms survived to the Katy merger with Union Pacific in 1988, though the FAs were long gone.





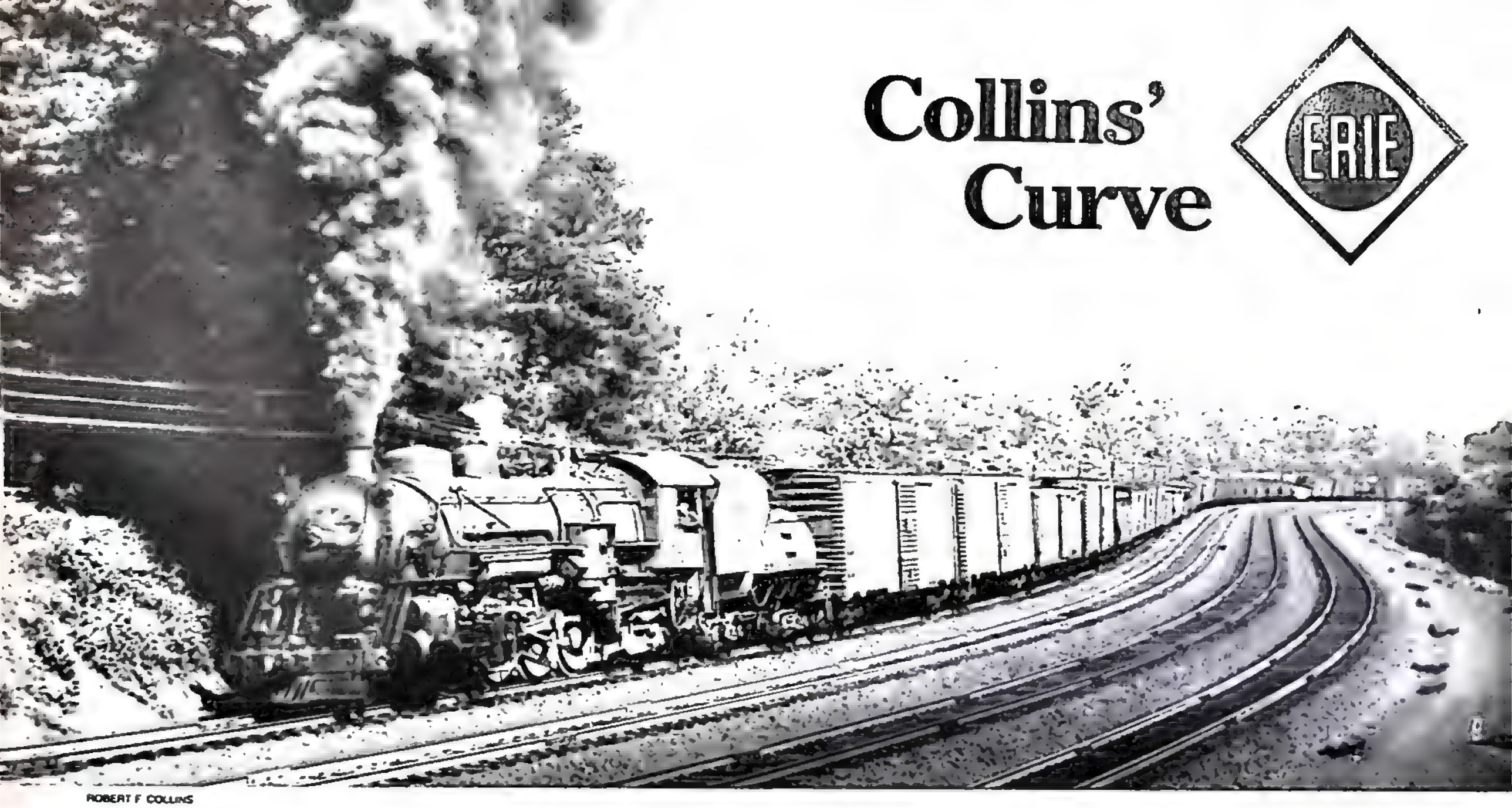
ROCK ISLAND RS2 453 was one of five (plus an RS3) to be put through La Grange in 1957 to have their 12-cylinder 244s replaced with 1500-h.p. 16-567Cs. As the Alco long hood was to low to accommodate the EMD engine, an EMD Geep-style long hood was added (compare this to the Bamberger RS1). The Frisco and Katy got similar La Grange rebuilds of RS2/3s.

BALDWIN SWITCHERS were popular candidates for EMD repowering. One of the first such units was Nashville, Chattanooga & St. Louis Baldwin VO1000 60 (formerly numbered 32, 42 and 52), which followed the Bamberger RS1 through conversion. The 60 became L&N 2160. The Chicago & North Western extended the lives of its Baldwins by rebuilding both switchers and road switchers. The 1044 was a 1945 VO1000 rebuilt with a 1000-h.p. 12-567C in 1958; the C&NW had 33 various model Baldwin switchers repowered at La Grange and nine more in their home shops. The C&NW also had La Grange repower eight DRS6-6-1500s, two AS616s and its lone DRS6-4-1500 (see page 59). One of the 1958 DRS6-6-1500s was photographed (below) in primer.



NEW YORK CENTRAL had two A-B-A sets of Baldwin DR6-4-1500 "babyface" dual service units repowered by EMD in the mid-1950s with 1500-h.p. 16-567Cs. The rough-riding "Gravel Gerties" 3200 and 3201 are shown (top) at La Grange in 1955. Among the most successful rebuilds were the 14 huge DT6-6-2000 Baldwin transfer units for the Elgin, Joliet & Eastern which each got twin 12-cylinder 1000-h.p. 567Cs. The Katy and Nickel Plate had Baldwin AS16s repowered with 16-567Cs; Katy 1573 was at La Grange in 1958. Many Katy "cheater Baldwins" were sold to the C&NW in 1972. For color photos of more rebuilds, see page 58.

Collins' Curve



ROBERT F COLLINS

Photography by Robert F. Collins and John Krause

Waldwick Curve has been a favorite spot for Erie fans since railfan photography has been a definable sport. It was in the 1940s that the four-track S-curve on the Erie main line in north suburban New Jersey began to be recognized nationally as photos by Bob Collins and others began to appear in print. In the numerous books and magazines of recent years, he became so closely associated with the "classic" shots there that the railfan community has dubbed the location "Collins' Curve" in his honor.

In its glory days of steam, Collins' Curve was a handsome sweep of four tracks, with a natural viewing stand on the embankment leading up to the Wyckoff Avenue bridge over the north end of the "S" curve. The bridge itself provided a classic shot, too.

The railroad today is owned by N.J. Transit and used by Conrail as part of its Southern Tier main line to Buffalo. Traffic is a heavy parade of NJT push-pull commuter trains with a handful of nocturnal Conrail freights. One of the four tracks has been removed, and trees now crowd the right of way on Collins' Curve. A new bridge has replaced the steam-era one, and a chain link fence protects the trains—and severely restricts the photo opportunities, although a camera-sized hold magically appeared at just the right spot very shortly after the fence was put up, as Bob Collins points out (**below right**).

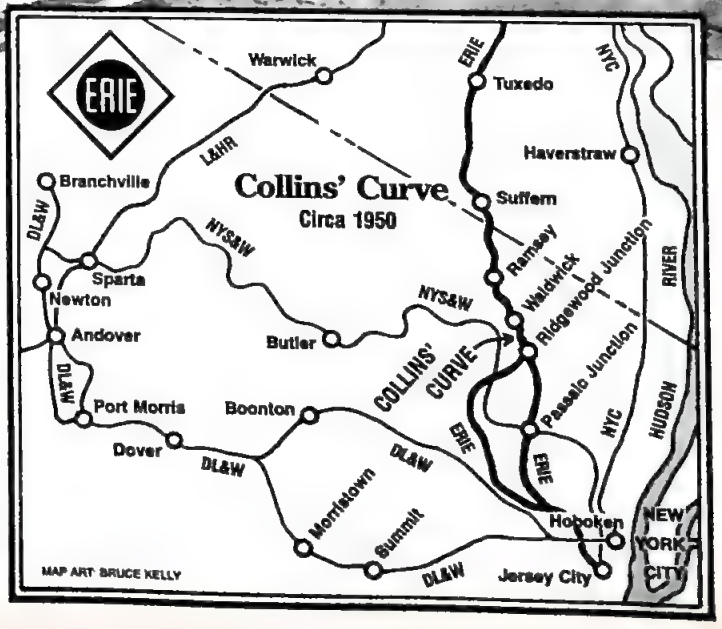
The action depicted here in Collins photos includes westbound freights with 2-8-2 3018 (**top**) on June 6, 1943, with 41 cars, and doubleheaded Mikes 3212 and 3007 with 137 cars (**right**) on April 25, 1943. Passenger train 27, the afternoon *Mountain Express* to Hornell, N.Y., had 16 cars behind K5 Pacific 2945 (**below**) on July 3, 1947. Westbound Berkshire 3377 (**top right**) was photographed by John Krause.

ROBERT F. COLLINS

JOHN KRAUSE

ROBERT F COLLINS

MIKE DEL VECCHIO



TWO PHOTOS JOHN KRAUSE

JOHN KRAUSE

DAVID CARLSON

JOHN KRAUSE

DIESELS BROUGHT their own brand of appeal to Collins' Curve. John Krause produced the eastbound views of spanking new PA2 858 (top left) and an A-B-B-A FT set (below left) on the same day in 1949. Typical commuter power in the post-steam era was Alco RS3 918, shown (above) on a string of distinctively-Erie Stillwell coaches. Even Erie gas-electric 5008 hauled Stillwells, not to mention Fairbanks Morse H15-44 demonstrator 1502 (below) on June 8, 1948. While the push-pull trains with U34CHs turned back at Suffern, in the early 1970s E-units still handled the two commuter trains to Port Jervis, N.Y., producing such scenes (right) as the E-units overtaking a GE on the curve in 1974.

ROBERT F. COLLINS

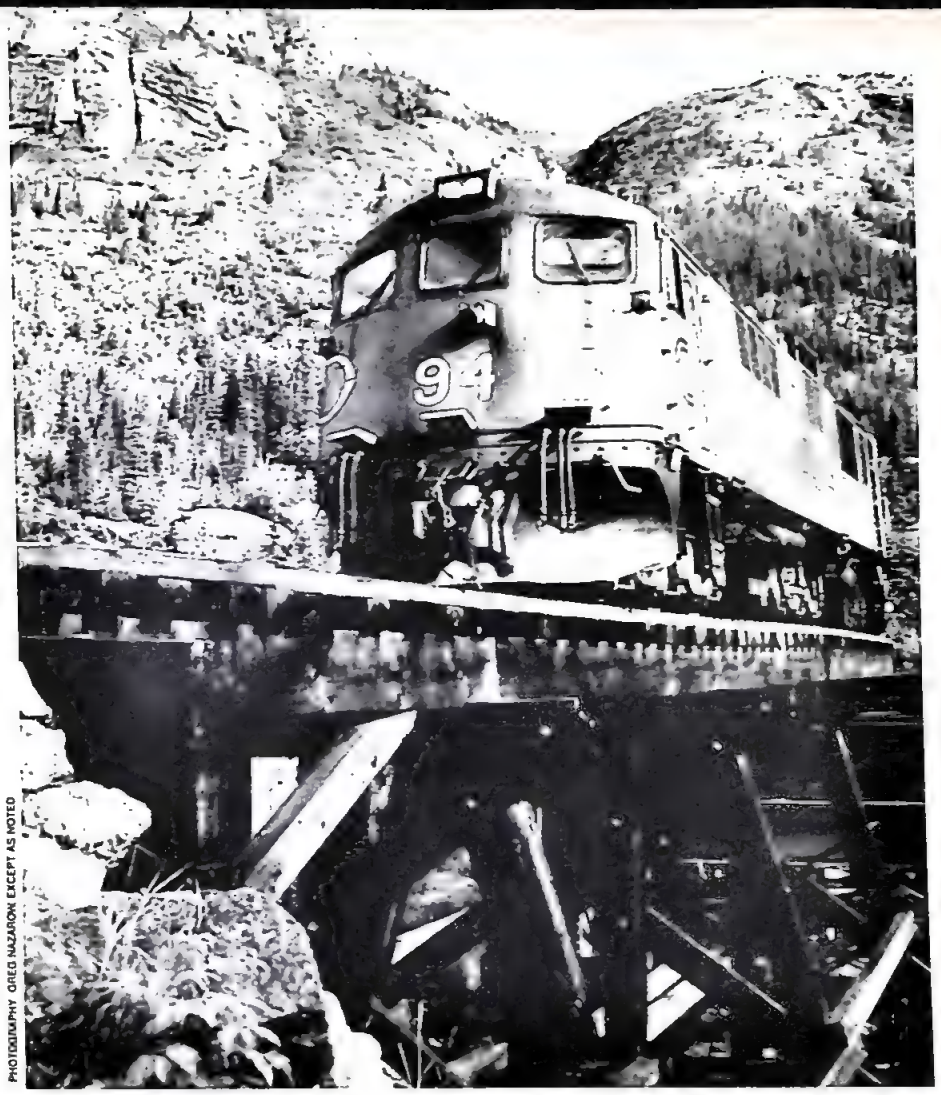
TWO PHOTOS JOHN KRAUSE

EVEN STEAM can occasionally still be found on Collins' Curve. Nickel Plate 2-8-4s 759 and 765, Reading 2102 and Blue Mountain & Reading 4-6-2 425 have all traversed the route. The most memorable occasion, however, was an entire week in September 1975 when Sam Freeman's ex-FEC Whippany River 4-6-2 148 rambled back and forth with a consist of Stillwells (below) for Ridgewood's "Railroad Days" celebration. It recreated the image of Erie K1 2559, shown on Collins' Curve in January 1949. But what has been missing from all these photos? How about two-tone green E8s on the *Erie Limited*? Bob Collins explained, "that train came through at the wrong time of day when the light was poor, and few of us bothered. You could get it better further west." True, a 1948 *Official Guide* shows the westbound *Limited* through there about 9:25 a.m. and eastbound about 5:30 p.m. However, if the United Railroad Historical Society of N.J. is successful in fund-raising, you may see green Erie E8s return in 1989. See page 10 for details.

Return to White Pass

by Greg Nazarow

The White Pass & Yukon Route is back in business as a tourist railroad.



PHOTOGRAPHY GREG NAZAROW EXCEPT AS NOTED

THE SHOVEL-NOSE GE units are back in business, hauling tourists from Skagway to White Pass Summit. On September 2, 1988, No.2 was southbound at Glacier trestle.

After suspending operations in October 1982, the three-foot gauge White Pass & Yukon Route has partially reopened for business in what may be a rare modern day railroad come-back story. When the announcement came in early 1988, it was welcome news for erstwhile WP&YR employees, narrow gauge fans, the town of Skagway and the cruise ship operators who ply the waters of Alaska's famed Inside Passage every summer.

With insufficient time to make arrangements with Canadian customs authorities for the discharging or receiving of passengers north of the border and with only a few months to get track and equipment back in shape, the road decided to operate only as far as White Pass Summit, 20.4 miles up from Skagway (the north end of the passing track is actually in British Columbia, but no passengers are permitted to detrain, thereby obviating the need for customs inspection). Although that's less than a fifth of the WP&YR's 110.7 route miles, in scenic terms it's one of the most spectacular sections, and once north of the shop it features a sustained grade to the summit of up to 3.9%, rivaling the famed former-D&RGW climb from Chama to Cumbres Pass. Moreover, more than half of the run features panoramas that cannot be seen from the highway. The rebirth of the railroad is much like the Silverton line's transition from common carrier to tourist line—and with the cruise ship traffic, it has the potential for similar success, in spite of its isolated location.

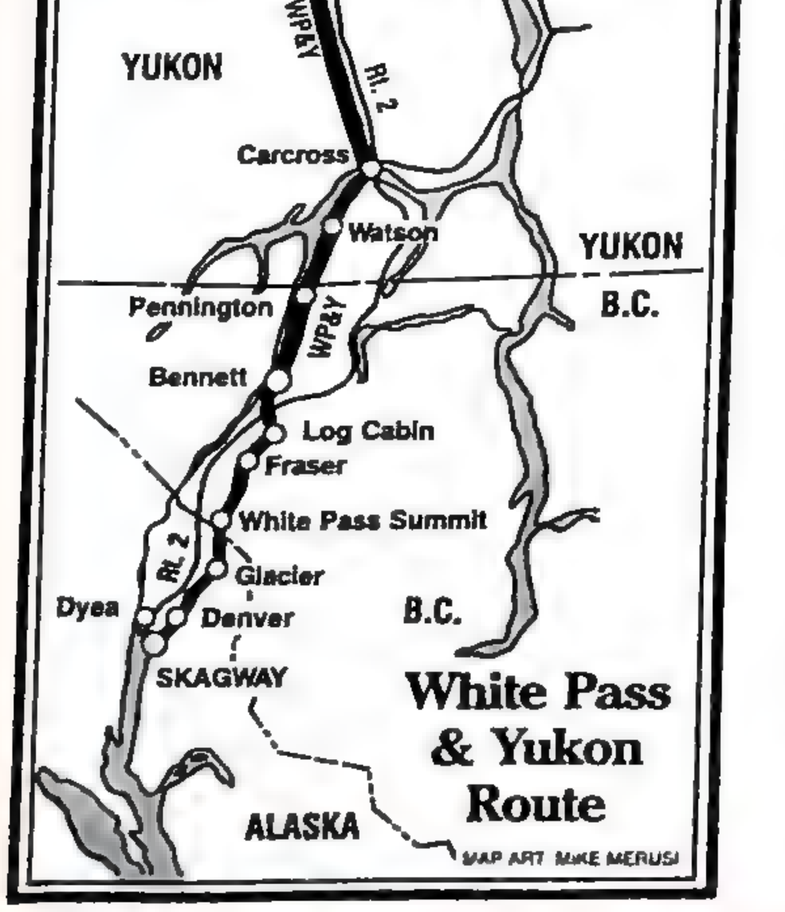
The summer of 1988 was an interesting time to see the WP&YR, as it was making the transition from freight railroad to a passenger hauler. When the mines at Faro, Yukon, shut down in 1982 and the WP&YR lost its most important customer, the company had had only about three months' warning, and equipment was rather hastily stashed wherever shop and siding space could be found. As a result, this past summer a visitor could see ample evidence of the line's common carrier heritage with flat cars, ore bins and locomotives sitting idle. By the summer of 1989, however, much of that freight equipment may be gone, as in mid-winter a deal was being finalized to sell most of the freight equipment and five of the modern Montreal-built six-motor diesels to Guatemala.

The sale of the freight equipment was arranged through the Canadian government as part of an assistance program for Latin America. In the agreement currently under negotiation, the Guatemalans would get the two new DL535Es still at Montreal and three from Alaska, leaving the WP&YR with "two or three" of the big units for the future expansion of excursion service. All eleven of the shovel-nose GE units would remain, in addition to about 30 flat cars, some tank cars for fuel service, all the cabooses and some lowboy flats for maintenance duty. There is talk that some new work equipment might be brought in from the 42-inch gauge lines being abandoned in Newfoundland. In October 1988 all the Guatemala-bound freight equipment was moved down to Skagway and presently has the yard plugged. If it is not shipped out by the beginning of tourist season, it will have to be deadheaded back up to Bennett for storage.

Interestingly, what most do not realize is that the WP&YR right-of-way itself remained technically open throughout the 5½ year suspension of rail service because of White Pass & Yukon Corporation's commercial fuel pipeline which follows the railroad grade from Skagway, Alaska, through the corner of British Columbia to Whitehorse, Yukon Territory. The above-ground line carries diesel fuel and gasoline from tidewater into the Yukon and was kept operating for maintenance crews on motor cars. This constant minor maintenance, particularly with seasonal drainage work, made the resurrection of the railroad possible.

Separately, the White Pass & Yukon Corp. operates a flourishing trucking subsidiary out of Whitehorse. Same

AFTER LEADING the Summit train up from the Skagway dock, Mikado 73 is cut off at the shop, and the three GEs pour out the smoke departing town on August 31, 1988.



logo/same blue paint. And the parent corporation of WP&Y, Federal Industries, recently purchased C.F. Kingsway, the largest trucking company in Canada, operating primarily in the eastern provinces. Thus the little railroad is part of a transportation group that now includes Canada's biggest coast-to-coast trucker. It is quite likely that any future freight traffic will stay on the paralleling highway.

A successful tourist line

The WP&YR, however, is serious about staying in the railroad business. It has a recently-negotiated three-man crew agreement with its unions which will enable more efficient operation (after attempts by both outlanders and local folks to get the line reopened had failed, in February 1988 the Teamsters Local 959 and the United Transportation Union contacted the corporation to offer a new contract to get the line open as a tourist hauler—and trains were running within 70 days). The road's track maintenance crews spent all summer replacing ties (it had thousands of new ties on hand when it shut down) and working on a line relocation to replace a twisting S-curve. In addition, the White Pass employees timetable was reprinted, effective May 24, 1988.

One might argue that no tourist line would go to the trouble and expense of a line relocation unless it had bigger plans. But Passenger Operations Manager Steve Hites points out that no narrow gauge railroad has ever survived the construction of a parallel all-weather highway. It wasn't until 1978 that a road was in service between Skagway and the Alaska Highway, and since then it has been paved, resurfaced and in 1986 committed to all-weather operation. All of WP&YR's former ore traffic is now on it, hauled by huge tandem trucks 24 hours a day, seven days a week. The highway, of course, was at the expense of U.S. and Canadian taxpayers, whereas the WP&YR wasn't costing the taxpayer a dime and was contributing tax revenue to both countries. When the mines at Faro reopened a few years ago, the railroad was underbid by a trucking firm that obviously takes great advantage of its subsidized right-of-way and doesn't have to include snow removal as a line item on its expense budget.

Steve says the railroad could get back into the freight business if an opportunity arises to do so profitably. "We're still a common carrier," he said. But situated in a region known for tremendously deep snows and bone-chilling winter temperatures that can drop to between -30 and -60 degrees F., a commitment to year-around operation would carry with it the large expense of coping with Old Man Winter. That is not a problem with the tourist business.

In all, WP&YR grossed $2.34 million in 1988 and "essentially broke even," Hites said, on direct operating expenses—darned good for a line with no traffic for nearly six years! Encouraged by the successful 1988 season during which about 36,000 full-fare passengers were carried plus about 3000 more at reduced fare (such as children) or complimentary, the railroad has plans for more extensive operations in '89. For the cruise ship trade, by far the most important single source of passengers, this year's operation will repeat the 1988 schedule with morning and afternoon excursion trains running round trip to the Summit and back.

A new service will cater to hikers and campers coming out from Lake Bennett, the old meeting point of the mixed trains (see the July and September 1981 R&Rs). The "Bennett Bullet" will offer service from Bennett, connecting at Fraser with a new through train to Skagway. That train will be put into service running to and from Fraser, adjacent to the highway and the Canadian customs office. This will enable direct connections with northbound tour buses, thereby reviving through service to Whitehorse and beyond and doubling the passenger ridership.

Incidentally, WP&YR ran their morning train in two sections last year (leaving Skagway ten minutes apart at 9:00 and 9:10 a.m.) on Tuesdays, Wednesdays and Thursdays when cruise ship traffic was particularly heavy. An afternoon train left Skagway at 1:45 p.m., and another ran if required at 3:00 p.m. This practice is expected to continue in 1989.

Maintenance on the line

As for the rest of the line, work that started in '88 to make the entire line

IN DRAMATIC MOUNTAIN SCENERY, WP&YR No.5 was northbound near Clifton on September 2, 1988, with GE diesels 92 and 94. Mikado 73 was simmering in Skagway on August 31, 1988; the cruise ships in the background are tied up at the "ore dock."

KODACHROMES GREG NAZAROW

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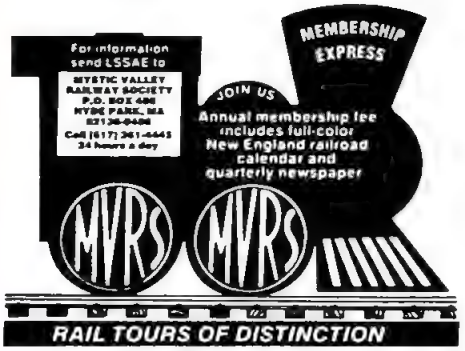

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RETURNING TO SKAGWAY on August 31, the train is greeted by a horse-drawn carriage. The cruise ships bring in nearly all the passengers for the "new" WP&YR.

safe for at least low-speed train operations will continue in '89. A work train left Skagway on September 12, 1988, and working its way to Whitehorse repairing minor track and roadbed damage, became the first train to Whitehorse in nearly six years when it arrived there on September 22. The crew brought back two 90-class locomotives which had been in indoor storage at Whitehorse and passenger car 211 for the Skagway-Fraser service, plus other equipment. Although a WP&YR press release which announced the work train move suggested that the railroad was clearing out its tracks of rolling stock in downtown Whitehorse to enable real estate development, present plans are to keep the remaining right-of-way in serviceable condition. Riding with engineer Gus Lingle on the passenger train south of White Pass and noting a roadbed that seemed well-ballasted, reasonably smooth and with good ties, I asked him how well the track had weathered the shutdown. "Remarkably well," he thought, though several small washouts and a few more serious ones had to be repaired.

Rolling stock

Repair work continues at the shop in Skagway on the passenger car fleet. Old wood sheathing is being replaced with sheet metal on most of the cars, as it's easier to maintain. Cars retain their classic stoves and are equipped with comfortable chairs positioned for the best view of the scenery. The 1950s-vintage 90-class GE "shovel-nose" locomotives have been preferentially resuscitated instead of the newer (1970s) MLW DL535Es because the latter are considered too big for the south end of the railroad with its sharp curves, and the engine crews don't like them as much (though, as noted, several are being retained for future use). Incidentally, the blue paint scheme has completely taken over the motive power fleet. Locomotives were stored inside on every available shop track and in many cases were started right up after very minor work. But passenger cars stayed outside, as was normal practice, but without the regular spring and winter maintenance, they took a beating, hence the repair program. All 34 of the WP&YR passenger cars will be refurbished and in service for 1989.

The star motive power attraction is, of course, Mikado 73. Playing a purely showmanship role, she simmers on the docks for all to see and runs on the point of outbound trains as far as the shops, where she's cut off. Having a steam engine in daily use just makes good publicity sense while wear and tear is kept to practically nothing. And it's available for special excursions, if and when.

With everything seemingly going well, company executives paid a visit on August 31, 1988, and it was the first time they'd sampled the tourist operation in full swing. Jack Fraser, president of Federal Industries of Winnipeg (the holding company which owns White Pass) and Thomas H. King, president and chief executive officer of White Pass & Yukon Corp., Ltd., took a ride with guests aboard car 256, the *Lake Lebarge*. Otherwise known as "The Queen's Car," ridden by Queen Elizabeth and Prince Philip between Whitehorse and McCrae during their visit in 1959, it had just been turned out from the Skagway shops, gleaming. The VIPs reportedly liked what they saw.

Visiting the WP&YR

Getting to Skagway is half the fun—or half the battle, depending on the season. Skagway is accessible by bus, auto, light aircraft and by boat, but no matter how you do it, it's a long trip. Alaska Marine Highway offers daily

ferry service from Prince Rupert, B.C., with connections to Seattle. Sailing time from Prince Rupert is about two days, and there are some automobile lock-up services in town if you elect not to pay the steep rate to ferry your vehicle. I can recommend the Moby Dick Inn, which has its own lock-up service for $5 a day or $20 for four days and up. Rooms are nice there, too, and affordable. A taxi ride from there to the ferry terminal will cost you about $4 Canadian. Should you desire cabin space, book early. Of course, there are numerous cruise ship sailings all summer up the IP, and your travel agent can make any kind of booking you want depending upon your tastes and budget. But remember that taking a cruise ship is a little like taking a guided tour—you go when *they* go. If time is at a premium, you can fly to Skagway by light plane from several larger airports, but poor visibility at Skagway could set your plans back. If you're jittery about flying through the mountains in a small plane, get to Skagway some other way. A good fly/drive combo would be to take a jet to Whitehorse and rent a car from there or take the bus to Fraser for the train connection. Incidentally, Avis offers cars in Skagway; they're located in the Westmark Hotel. As with ferry cabins, reserve one early. During the peak of the summer season, you'd be wise to also book a room in Skagway well in advance. Prices range from less than $30 right on through the roof. It's vital to remember, you city-slickers, that at Skagway there's no such thing as "going on to the next town," because there just ain't no such place within one hundred miles, or without leaving the country, for that matter.

Driving all the way is an option that's in a class by itself. If you don't mind long-distance driving and your car is in good running condition, in the fair weather months you can just make sure you have five or six good tires and rims, a few basic tools, a flashlight and some snack food and head off up the Alaska Highway. For someone from the lower 48, it's a gas to be driving *south* into British Columbia! Pavement conditions on the Alcan are good. I also suggest having a look around Whitehorse and taking in the Frantic Follies show (nightly at the Westmark Whitehorse).

As anyone who's been to southeast Alaska can attest, pack for variable weather. When the sun shines, it can be quite warm in the summer by Alaska standards. But cool, cloudy weather is common, and you had better expect rain, too, maybe even light snow. Plan to stay long enough to get a crack at sunshine, and when it comes, drop everything else and take full advantage of it. Bear in mind also that weather conditions can be remarkably different on each side of White Pass; the weather in Skagway is often vastly different from conditions at Carcross, Fraser or Whitehorse.

The folks at White Pass are friendly and helpful and will make you feel welcome. Operation in 1989 will be daily from May 23 through September 22. For schedules, fares and information contact WP&YR at P.O. Box 435, Skagway, Alaska 99840, or phone 800/343-7373 or 907/983-2217 or toll-free from Western Canada 800/478-7373. The WP&YR runs on Alaska Time, which is four hours behind Eastern Time and one hour behind Pacific Time. Keep this in mind if you call them.

CHRIS D'AMATO

THE MONTREAL-BUILT DL535Es are too big for regular use on the curving line between Skagway and White Pass Summit, and all but three are being sold off. The 101 was photographed in freight service at Lake Bennett in October 1980.

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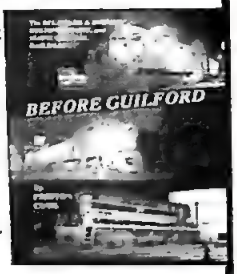

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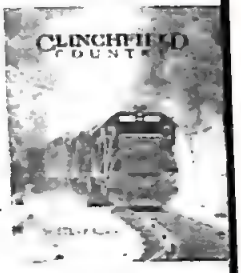

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Videos

BY MIKE DEL VECCHIO

New Arrivals

Starting on page 32 of this issue, Hal Lewis writes of the ambitious five-day, 1200-mile steam excursion (most of it double-headed) from Vancouver, B.C., to Jasper, Alberta, and return in late October 1988 using BC Rail's Royal Hudson 2860 and 2-8-0 3716 along with Alberta's CNR "Bullet-Nosed Betty" 4-8-2 6060. One of the remarkable aspects of today's video technology is that professional quality coverage of such events is available to the market as rapidly as the magazines can report it. In December, we received two completed productions featuring the Canadian excursion.

The first into the office was "**Rocky Mountain Doubletake!**," produced by Steam Central Video, 1673 Collinspark Court, Cincinnati, OH 45230, which follows the action in a well-executed documentary style, covering all five days with each locomotive combination. The Steam Central Video crew uses professional quality recording and editing equipment and presents an entertaining and smooth production with a good "railfan" sense for locations and fine camera and post-production work. 52 minutes, $34.95.

Completed just before Christmas was "**Canadian Steam Doubleheader,**" by Pentrex, P.O. Box 94911, Pasadena, CA 91109-4911, which lives up to this company's reputation for excellent video work. Here again is full coverage of the trip with its misfortunes and triumphs in Pentrex's well established documentary style with clean production work from beginning to end. 60 minutes, $29.95.

The "Garden State in '88" NRHS Convention got mixed reviews from the railfan press, but its the main line excursions were pretty impressive. Hopewell Productions, 1714 Boardman-Poland Road #15, Poland, OH 44514, has released "**Smoke Around Gotham**" covering the main line trips powered by Nickel Plate 2-8-4 765 and the Morristown & Erie's popular Alco Century diesels. With this tape, you can experience the best of the Convention without having to stand in line for tickets, get switched from canceled events or put up with the sweltering weather. The 765 is shown on its weekend fantrips, and the M&E Alcos are depicted on the run to Selkirk along the Hudson River (ex-NYC C430s back on old home track). There is footage of the 765 en route to Port Jervis shot from a helicopter by a Japanese network TV crew, along with coverage by the Hopewell team. Also shown are Blue Mountain & Reading's ex-GM&N 4-6-2 425 and Reading T1 4-8-4 2102 during the 765's two Sunday trips to Temple, Pa. 52 minutes, $39.95 (Ohio res. add $2.02 sales tax).

"**Trains Around Pittsburgh,**" by Cadwallader Productions, Box 211, Turtle Creek, PA 15145, is a railfan's video tour of the Pittsburgh, Pa., area. Covered here are CSX, Conrail, B&LE, P&LE, the F-unit-powered PAT commuter train, the Union Railroad and more. The footage was shot over several days, and the weather ranges from pouring rain to bright sunshine. The sound is live, and there is narration. The video image quality is good, although some footage appeared to be shot without a tripod. 30 minutes, $29.95.

Feature Reviews

"**Legend of the Rio Grande Zephyr,**" produced by WB Video Productions, 6447 South Heritage Place West, Englewood, CO 80111; 303/7700-8421. VHS or Beta, 52 minutes, $49.95 plus $2.50 shipping and handling.

The *Rio Grande Zephyr* was the very last privately-operated intercity train in the United States, a tradition which ended with its 1983 transfer to Amtrak. It was particularly noteworthy for its *California Zephyr* cars and vintage F-units in a world of Amfleet, Superliners and F40s. WB Video is perhaps most noted for its transferring of 16mm films of Western scenes to videotape, and this excellent tape is in that tradition.

This tape gives us numerous views of the *Zephyr* as it traverses its scenic route (which its Amtrak Superliner replacement continues to travel). In essence, we take four trips, viewed mainly from lineside with a few Dutch door and in-cab shots from the train. After a scenic introduction, the tape begins with the arrival of the last *Zephyr* at Denver Union Station to a band playing "When the Saints Come Marching In." On tape, however, we can reverse time and again take a trip west from Denver, with the *Zephyr* leaving Union Station and getting orders at Prospect Street. From there the train assaults the Front Range, traversing the Big 10 Loops (it

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would be helpful for the narrator to give more geographic detail, as not all railfans are familiar with the D&RGW), passing Plainview and Tunnels 2, 3 and 4. We find snow on the ground at Crescent Siding as the railway gains altitude and winds through the valley of Boulder Creek to Moffat Tunnel. It emerges into falling snow at Winter Park. There is a pacing scene between Frazier and Tabernash and views at Byers and Gore Canyons in the snow. There are scenes along the Colorado River, on the Dotsero Cutoff passing Red Canyon and rolling through Glenwood Canyon. Then there's the fast railroad west of Glenwood Springs and views in the moonlike Utah desert.

The tape then shifts to an eastbound run through Spanish Fork Canyon and an assault on Soldier Summit, continuing with some Dutch door viewing of the run to Bond. We then get a summer westbound trip out of Denver with both lineside and on-train views, including meets with freights and an excellent view of the train passing the extremely photogenic Tunnel 29. There are also a couple of lineside shots with freight units substituting for the F-unit.

The final trip shows the *Zephyr* leaving Salt Lake City, going through Provo and into Spanish Fork Canyon and then being paced through Utah east of Soldier Summit. The trip continues on to Moffat Tunnel. The wrap up is a view of the *Zephyr* cars in Denver and the replacement Amtrak Superliner *California Zephyr*.

This tape is a very good job. It is great for fans who prefer passenger trains and is an absolute must for F-unit fans. The sound is effective and the editing is excellent, with the scenes proceeding in logical sequence from location to location. There are enough Dutch door shots to prevent the boredom that often comes from too many run-bys in a row. I'd rate the tape a very good to excellent job—RICHARD FOREST, ESQ.

"The Frisco Filly," produced by Berkshire Videography, Inc., P.O. Box 575, Brunswick, OH 44212. VHS, VHS-HQ, Beta or Super Beta; VISA and MasterCard accepted, 60 minutes, $39.95 plus $2.75 shipping and handling (Ohio res. add $2.20 sales tax).

One of the finest steam locomotive restorations of our time is that of Frisco 4-8-2 1522, owned by the Museum of Transport in St. Louis. Since its debut at St. Louis Union Station in April 1988, America's only operating Mountain has hauled more revenue freight trains (four on the Wisconsin Central) than it has passenger excursions (two Chicago-to-Fond du Lac trips on the WC and one St. Louis to Decatur trip over the N&W). The Berkshire Video crews were lineside to capture the first runs and ferry moves.

Berkshire took an approach to this tape similar to André Jackson's December '88 R&R feature article "1522: Mountain Railroading" by looking at the restoration and talking to the people involved. The program starts out watching various Soo Line and Wisconsin Central freights crossing the diamonds at tower B-12 in Chicago. Soon the 1522 hammers those same diamonds on its trip to North Fond du Lac. There, 1522 Project Chairman Pat Cravens is introduced and explains how the hows and whys of restoring 1522. The history of the locomotive and the actual restoration is illustrated with still photos as are the festivities at Union Station.

The Berkshire crews followed the July 22, 1988, ferry move from St. Louis up to Chicago over the C&NW, and also followed the 1522 as it led without assistance a 30-car Wisconsin Central freight train from Chicago to North Fond du Lac on Sunday. The sequences here are intermixed with in-cab footage as engineer Pat Cravens and fireman Welly Lazier skillfully get their train over the road. At North Fond du Lac, while 1522 is servicing, steam veteran Gary Bensman and crew member Woody Bell were interviewed. Woody was a pipefitter for the Frisco who actually worked on the 1522 in service. He summed up his involvement with the restoration: "steam is mean-and-dirty-and-heavy-and-hard, I got a love for it." Gary offered some informative insight into steam locomotives and also discussed the differences between an oil-fired and a coal-fired locomotive.

On Monday, 1522 was summoned for a WC freight to Stevens Point; Berkshire Video covered this and the freight run back to Chicago for the August 13 and 14 excursions. The excursion coverage includes scenes of the 4-8-2 storming up the .99% Byron Hill and making a mile-a-minute during the Saturday trip.

The 1522 is an ideal excursion engine, and this program is a good documentary of its activities through August of 1988. The historical research and orchestration of still photos to illustrate the restoration is well executed. The narration is clear, informative and seldom overdone. The choice of camera angles and overall editing are also quite good. Berkshire Videography uses professional quality camera and editing equipment. So far, this is the first video program on the 1522 we've seen, and it is a good one at a reasonable price—M.D.

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La Grange rebuilds were an interesting lot.

Strangers in Action

by Jim Boyd

EKTACHROMES JIM BOYD

During the 1960s, the "Strangers from La Grange" (see page 38) could be found all across the country. Impressive examples of re-engining by EMD were the Fairbanks Morse Erie-Builts, typified by the Kansas City Southern FMA/F7B/FMB/F3B/FMA set shown at Kansas City in August 1965. The 61A was re-engined with a 1750-h.p. 16-567C. Three railroads which each had two FM H15-44s subjected them to re-engining. The KCS 45 (ex-41) got a 1750-h.p. 16-567C; it was at Heavener, Ok., in May 1968. The Monon re-engined its pair in its Lafayette shop; the 46 was at Hammond, Ind., in May 1967. Rock Island's 400/401, shown at Joliet in June 1965, were rebuilt by EMD with 16-567s rated like the Monons at 1500 h.p.

The C&NW's only A1A-trucked Baldwin DRS6-4-1500, 1504, was working Tama, Iowa, in November 1971. The Union Railroad's DRS6-6-1500s were given 1500-h.p. 16-567D1s and GP18 hoods by EMD; the 613 was at North Bessemer, Pa., in September 1966. Nickel Plate had two AS16s repowered by Alco and two by EMD; the 322 was at Bellevue, Ohio, in March 1967. The similar Katy AS16 138 was in St. Louis in July 1965. The EJ&E had 14 huge Baldwin DT6-6-20s re-engined by EMD with pairs of 1000-h.p. 12-567Cs; the 916 was at Griffith, Ind., in August 1965.

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BRUCE KELLY

PACKARD BROOK, MAINE, took its place in the history books on December 9, 1988, as a plaque was unveiled commemorating 100 years since the Canadian Pacific Railway was completed across Maine to connect Montreal with the all-weather Atlantic port of St. John, N.B., creating the first truly transcontinental railroad in North America. Here, at the beginning of the ceremonies, the symbolic "last rail" is ready to be put in place as VIA Budd 6128 idles in the background.

Packard Brook: 100 years

Packard Brook does not have the fame of Promontory or Craigellachie, but its once-obscure name is now secure in the history of North American transcontinental railroading. As the CPR celebration on November 7, 1985, in British Columbia reminded us, the Canadian Pacific Railway united Canada as a nation when its transcontinental line from Montreal to Vancouver was completed at Craigellachie, B.C., on November 7, 1885.

But although it is on the St. Lawrence River, Montreal is not an all-weather Atlantic seaport. The CPR did, indeed, link east and west, but international commerce came to a standstill when the St. Lawrence froze over in the winter. What CPR needed was access to the ice-free Atlantic seaport of St. John, New Brunswick, and the easiest way to get there from Montreal was to take the 480-mile shortcut across Maine. Thus, it was the completion of the International of Maine on December 10, 1888, at Packard Brook, Maine, that truly completed the CPR from ocean to ocean—the first North American railroad to do so. Though the track was completed at Packard Brook on December 10, 1888, the first through train did not pass over it until June 1889.

On December 9, 1988, the Canadian Pacific's newly-formed Canadian Atlantic Railway business unit put on a celebration that included the unveiling of a plaque at Packard Brook and the ceremonial re-laying of the last rail for the benefit of the media (the line had been completed in 1888 totally without ceremony, documented only by a telegram to Montreal announcing that "the last rail" had been laid). In an affair planned and orchestrated by R&R contributor Bruce Nett and CPR historian Omer Lavallée, the CAR gathered friends, railroaders, shippers, political dignitaries and the press at Brownville Junction on the cold but sunny morning of Friday, December 9 (it was held a day early to make Friday night TV broadcasts and avoid the weekend). Transportation to the site at Packard Brook, twelve miles to the east, was pro-

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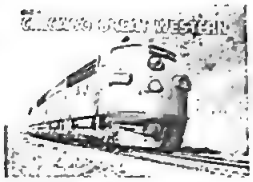

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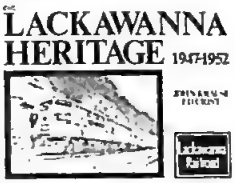

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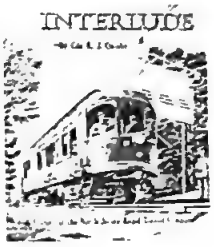

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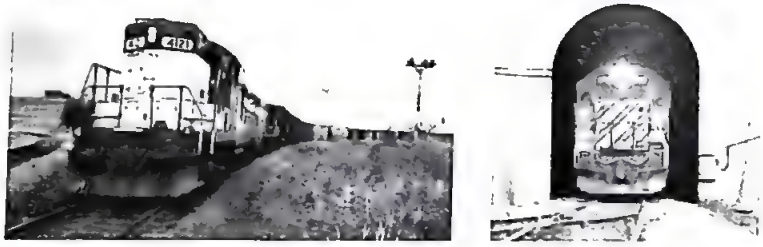

● EASTWARD BOUND: In August 1988 Associate Editor Bruce Kelly loaded up the "Datsun of Doom" in Coeur d'Alene, Idaho, and began a seven day trip to his new home in New Jersey. Along the way he looked at Montana Rail Link's Mullan Pass, the railroads of Duluth, Chicago commuter E-units and much more. Join him on the journey across the Northern Tier.

APRIL 1989 ISSUE ON SALE MARCH 1.

vided by a borrowed VIA Budd car, RDC1 6128 (originally CPR 9051).

Decked out in new CAR hardhats, the Budd-load arrived at Packard Brook, an isolated spot in the woods near the east shore of Schoodic Lake. Two white posts, topped with U.S. and Canadian flags, supported the cloth-draped plaque. Portland railfan Jerry Angier was master of ceremonies, and brief speeches were made by CAR General Manager Fred Green, veteran CPR Maine railroaders, Maine State Senator Charles Pray and Maine Commissioner of Transportation Dana Connors. The "keynote" speech was by CPR Corporate Historian Emeritus Omer Lavallée, who summarized the story of the International of Maine and spiced it with a couple of anecdotes from his days there working on the pay car.

Then the track gang moved into action, carrying the missing rail into place and spiking it down—with the obligatory spike-banging by Senator Pray and Commissioner Connors, as well as two retired CPR trackmen, cousins Warren and Edward Brown. After Angier called for re-boarding the RDC by announcing, "this Budd's for you," a photo stop for the railfan guests was made a short distance away alongside Schoodic Lake.

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MIKE DEL VECCHIO

CPR HISTORIAN Omer Lavallée related the events that led up to the completion of the line across Maine, speaking in front of the new plaque.

As on the outbound trip, during the return to Brownville Junction radio and television crews prowled the car interviewing railroaders and guests. A favorite with the TV crews was the cute little kid in the big hardhat whose grandpa had him up front next to the engineer. Back at Brownville Junction, all were treated to a buffet dinner aboard CPR official car 91 (converted Budd RDC2 9108) and the handsome heavyweight Tuscan and gold business car *Ontario*. Afterward, General Manager Green had a meeting with the local employees and the media people headed off for their post-production work and deadlines.

And Packard Brook, Maine, took its rightful place in the history books.

Coverage of Canadian Atlantic

Jim Shaughnessy's photo essay on CPR steam at Cookshire, Quebec, in the February '89 R&R was an example of the traffic that was handled further east on the International of Maine. In the May 1989 issue we will begin Bruce Nett's story of the CPR across Maine which will include among other things "The Scoot" mixed train in steam and the development and operation of today's Canadian Atlantic.

Harry Home and the 6060

In 1960, steam operations ended on CNR's Western Region with the departure of 2-10-2 4320 from Jasper. Eleven-year fireman (and

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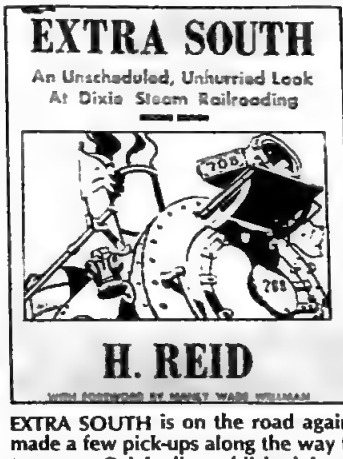

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sometimes engineer) Harry Home was saddened by the passing of the steamers, and soon after, he and a few others started discussions with CNR Western Region officials to obtain a display engine for Jasper. The first choice was a 4300 class 2-10-2, a low-wheeled tonnage mauler that had been well represented in the Jasper area. All 4300s had been scrapped by then, however, and Harry spotted the 6060, the first of a group of 20 modern U-1f 4-8-2s, sitting dead on a siding near the Winnipeg Station. The semi-streamlined beauties had been built by Montreal in 1944 for fast passenger and freight service. The 6060 was one of ten in the class converted from coal to oil firing for use on prairie region lines in the 1950s. Here, the U-1fs wound up their fairly short careers in 1959 in dual service work.

The 6060 was quickly requested before it was torched, and the CNR agreed to donate the engine to a group of ten railroad men from Jasper, headed by the persuasive Mr. Home. A few months later, the engine was dragged rods down to its new resting place near the Jasper freight shed. For ten years the new "owners" worked on cosmetic restoration. In 1972, CNR President N.J. MacMillan asked for 6060 back to replace the tired 4-8-4 6218 in excursion service. The handsome green "Bullet-Nosed Betty" ran well and often from 1973 through 1980 in Ontario and Quebec, with one run all the way to the Atlantic Coast at Portland, Maine, on the Grand Trunk. Many of her main line trips included regular operation at 80 m.p.h. speeds. In 1980, 6060 returned to Alberta for several runs to celebrate the 75th anniversary of the province. By then the engine needed a lot of work and was put into storage. Its boiler permit expired in September 1980, and it was a candidate for locomotive taxidermy—to be stuffed and mounted.

In 1985 the Rocky Mountain Rail Society was formed, with Harry Home as president, to restore and operate the 6060. They convinced the Alberta government to fund the project as a contribution to SteamEXPO in 1986. The rest is history—HAL LEWIS.

HAL LEWIS

CNR ENGINEER Harry Home in the cab of 6060.

The Last F3

On our way back from CAR festivities at Brownville Junction, the R&R staff stopped by the Bangor & Aroostook at Northern Maine Junction near Bangor just in time to see the crew making up their nightly turn job to Millinocket. The power consisted of a GP38, three GP7s and BAR's last F3, No.42

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Photo Doug Jones

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The distinctive sounds of this rugged and powerful form of motive power on the HI-FI soundtrack of this tape were originally recorded by Don L. Hunter of Eugene, Oregon.
The story of these engines is told by railfan-actor-announcer Rege Cordic.
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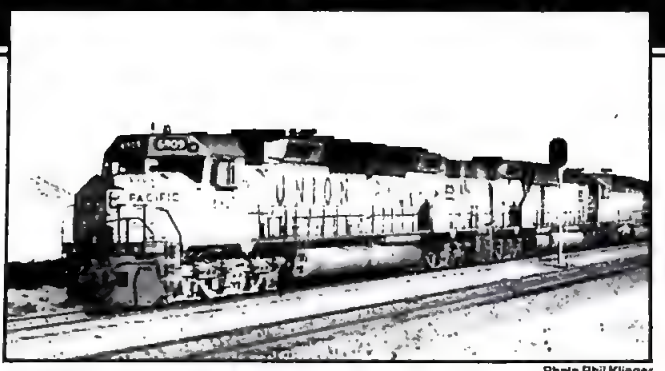

Photo Phil Klinger

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Richard H. Kindig is famous for his steam era photographs but in 1971 he began taking 16mm color movies of diesel powered trains. This video features films from 1971 and 1972.
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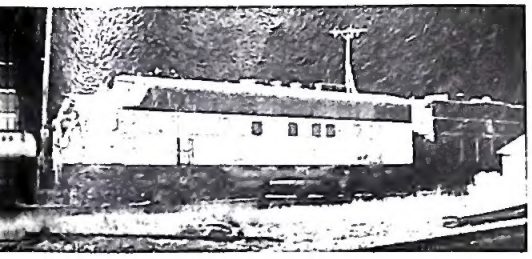

THE LAST F3, Bangor & Aroostook 42, was alive and well in the locomotive consist that was about to take the night turn to Millinocket out of Northern Maine Junction on December 9, 1988.

(see "The Last F3" in our August '88 issue). It was quite a time-warp to be watching those first generation EMDs (the non-turbocharged GP38 didn't really interfere) pulling long cuts of cars out of the yard and doubling their outbounds together. The veteran 567s sounded great as they dug in on the hump lead with their exhaust illuminated by the yard lights against the black sky.

There was too much action for photos until they made one last shove to the rip track and paused near the old coaling tower so the crew could go into the yard office to complete their paperwork. Though buried in the consist, the F3 was still putting in a full day's work on December 9, 1988.

Long may she run.

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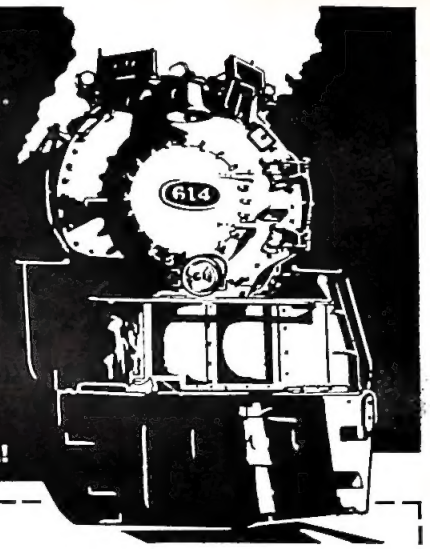

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KODACHROME HAL LEWIS

BRITISH COLUMBIA 2-8-0 3716 and Royal Hudson 2860 were doubleheading between Clinton and Kelly Lake, B.C., October 25, 1988. See feature beginning on page.32.

TIOGA CENTRAL ex-Washington Terminal RS1 62 in Lehigh Valley livery posed in snow-frosted fall colors at Berkshire, N.Y., (below) during the Tioga Central Railfan Day on October 22, 1988. See page 30 for details.

KODACHROME TOM TRENCANSKY

Railnews

KODACHROME STEVEN D JOHNSON

NASHVILLE & EASTERN CF7s 2529 and 2536 (above) were handling the new *Broadway Dinner Train* at Old Hickory, Tennessee., on December 4, 1988. See page 30.

KODACHROME ALAN MILLER

KYLE'S NEWEST railroad, the Arizona Eastern, has taken over SP's Globe Branch using four ex-BN GP9s, shown (above) at Bowie, Ariz., on December 3. See page 28.

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